

**CITY OF NEWPORT BEACH
PLANNING COMMISSION AGENDA**

**CITY COUNCIL CHAMBERS - 3300 NEWPORT BOULEVARD
THURSDAY, FEBRUARY 7, 2013
REGULAR MEETING – 5:00 p.m.**

MICHAEL TOERGE
Chair

BRADLEY HILLGREN
Vice Chair

FRED AMERI
Secretary

TIM BROWN
KORY KRAMER
JAY MYERS
LARRY TUCKER

Planning Commissioners are citizens of Newport Beach who volunteer to serve on the Planning Commission. They were appointed by the City Council by majority vote for 4-year terms. At the table in front are City staff members who are here to advise the Commission during the meeting. They are:

KIMBERLY BRANDT, Community Development Director

**BRENDA WISNESKI, Deputy Community
Development Director**

LEONIE MULVIHILL, Assistant City Attorney TONY BRINE, City Traffic Engineer

NOTICE TO THE PUBLIC

Regular meetings of the Planning Commission are held on the Thursdays preceding second and fourth Tuesdays of each month at 6:30 p.m. The agendas, minutes, and staff reports are available on the City's web site at: <http://www.newportbeachca.gov> and for public inspection in the Community Development Department, Planning Division located at 3300 Newport Boulevard, during normal business hours. If you have any questions or require copies of any of the staff reports or other documentation, please contact the Community Development Department, Planning Division staff at (949) 644-3200.

This Commission is subject to the Ralph M. Brown Act. Among other things, the Brown Act requires that the Commission's agenda be posted at least 72 hours in advance of each meeting and that the public be allowed to comment on agenda items before the Commission and items not on the agenda but are within the subject matter jurisdiction of the Commission. The Commission may limit public comments to a reasonable amount of time, generally three (3) minutes per person. All testimony given before the Planning Commission is recorded.

It is the intention of the City of Newport Beach to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant of this meeting, you will need special assistance beyond what is normally provided, the City of Newport Beach will attempt to accommodate you in every reasonable manner. Please contact Leilani Brown, City Clerk, at least 72 hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible (949-644-3005 or lbrown@newportbeachca.gov).

APPEAL PERIOD: Use Permit, Variance, Site Plan Review, and Modification Permit applications do not become effective until 14 days following the date of approval, during which time an appeal may be filed with the City Clerk in accordance with the provisions of the Newport Beach Municipal Code. Tentative Tract Map, Tentative Parcel Map, Lot Merger, and Lot Line Adjustment applications do not become effective until 10 days following the date of approval, during which time an appeal may be filed with the City Clerk in accordance with the provisions of the Newport Beach Municipal Code. General Plan and Zoning Amendments are automatically forwarded to the City Council for final action.

**NEWPORT BEACH PLANNING COMMISSION AGENDA
CITY COUNCIL CHAMBERS – 3300 NEWPORT BOULEVARD
THURSDAY, FEBRUARY 7, 2013
REGULAR MEETING – 5:00 p.m.**

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

IV. PUBLIC COMMENTS

Public comments are invited on non-agenda items generally considered to be within the subject matter jurisdiction of the Planning Commission. Speakers must limit comments to three (3) minutes. (Red light signifies when three (3) minutes are up; yellow light signifies that the speaker has one (1) minute left for summation.) Before speaking, please state your name for the record and print your name on the blue forms provided at the podium.

V. REQUEST FOR CONTINUANCES

VI. CONSENT ITEMS

ITEM NO. 1 MINUTES OF JANUARY 17, 2013

Recommended Action: Approve and file

VII. PUBLIC HEARING ITEMS

Speakers must limit comments to three (3) minutes on all items. (Red light signifies when three (3) minutes are up; yellow light signifies that the speaker has one (1) minute left for summation.) Before speaking, please state your name for the record and print your name on the blue forms provided at the podium.

If in the future, you wish to challenge in court any of the matters on this agenda for which a public hearing is to be conducted, you may be limited to raising only those issues, which you (or someone else) raised orally at the public hearing or in written correspondence received by the City at or before the hearing.

ITEM NO. 2 Mariner's Pointe (PA2010-114)

Site Location: 100 – 300 West Coast Highway

Summary:

A request to review proposed revisions to the approved building design, which include replacing stone veneer from a parking structure screen wall with a false commercial storefront for flower display, the installation of additional awnings, and reducing the height of a primary stairwell and elevator tower. Landscaping changes are also proposed.

CEQA Compliance:

A Mitigated Negative Declaration was previously adopted for the proposed project. No additional mitigation measures are required for the project.

Recommended Action:

1. Conduct public hearing; and
2. Adopt Resolution No. ____ finding the changes in the design to be in substantial conformance with the project design approved by Site Development Review No. SR2010-001 and Conditional Use Permit No. UP2010-024.

ITEM NO. 3 Uptown Newport (PA2011-134)
Site Location: 4311-4321 Jamboree Road, North side of Jamboree Rd. between Birch St. and Fairchild Rd.

Summary:

The redevelopment of a 25-acre office and industrial site with a mixed-use community consisting of up to 1,244 residential units, 11,500 square feet of neighborhood-serving retail space, and two 1-acre public parks. Residential product types would be for sale and rental with a mix of townhomes, and mid- and high-rise apartments and condominiums. Between 102 and 369 units would be made available as affordable housing depending upon the target income category (i.e. very-low, low or moderate income households). Most buildings would range between 30 and 75 feet in height with several residential towers up to 150 feet in height. Project approval requires a Planned Community Development Plan amendment and adoption, Tentative Tract Map, Traffic Study, Affordable Housing Implementation Plan, and Development Agreement.

CEQA Compliance:

Pursuant to the California Environmental Quality Act the City of Newport Beach has prepared Environmental Impact Report SCH No. 2010051094 to evaluate the environmental impacts resulting from the proposed project. The draft Final EIR has been prepared in accordance with the California Environmental Quality Act of 1970 (CEQA), as amended (Public Resources Code Section 21000 et seq.), and the State CEQA Guidelines for Implementation of CEQA (California Code of Regulations, Title 14, Section 15000 et seq.). Copies of the Environmental Impact Report and supporting documents are available for public review and inspection at the Planning Division or at the City of Newport Beach website at www.newportbeachca.gov/cegadocuments.

Recommended Action:

1. Conduct public hearing; and
2. Adopt Resolution No. ____ recommending the City Council take the following actions:
 - a. Certification of Environmental Impact Report No. ER2012-001 (SCH#2010051094); and
 - b. Approval of Planned Community Development Plan Amendment No. PD2011-003, Planned Community Development Plan Adoption No. PC2012-001, Traffic Study No. TS2012-005, Tentative Tract Map No. NT2012-002, Affordable Housing Implementation Plan No. AH2012-001, and Development Agreement No. DA2012-003.

VIII. STAFF AND COMMISSIONER ITEMS

ITEM NO. 4 MOTION FOR RECONSIDERATION

ITEM NO. 5 COMMUNITY DEVELOPMENT DIRECTOR'S REPORT

ITEM NO. 6 ANNOUNCEMENTS ON MATTERS THAT THE PLANNING COMMISSION MEMBERS WOULD LIKE PLACED ON A FUTURE AGENDA FOR DISCUSSION, ACTION, OR REPORT.

ITEM NO. 7 REQUESTS FOR EXCUSED ABSENCES

IX. ADJOURNMENT

NEWPORT BEACH PLANNING COMMISSION MINUTES
Council Chambers – 3300 Newport Boulevard
Thursday, January 17, 2013
REGULAR MEETING
6:30 p.m.

I. **CALL TO ORDER** – The meeting was called to order at 6:30 p.m.

II. **PLEDGE OF ALLEGIANCE** – Commissioner Hillgren

III. **ROLL CALL**

PRESENT: Brown, Hillgren, Myers, Toerge and Tucker

ABSENT: Ameri (arrived at 7:27 p.m.), Kramer (arrived at 6:34 p.m.)

Staff Present: Kim Brandt, Community Development Director; Leonie Mulvihill, Assistant City Attorney; Tony Brine, City Traffic Engineer; Melinda Whelan, Assistant Planner; Patrick Alford, Planning Manager; James Campbell, Principal Planner; Ruby Garciamay, Community Development Department Assistant

IV. **PUBLIC COMMENTS**

Chair Toerge invited those wishing to address the Commission on non-agenda items to do so at this time.

Jim Mosher reported on recent Council actions to reject written comments submitted less than twenty-four hours prior to meetings and reducing all public comments from five minutes to three minutes. He hoped that the Planning Commission would not adopt similar innovations.

There being no others wishing to address the Commission, Chair Toerge closed the public comments portion of the meeting.

V. **REQUEST FOR CONTINUANCES** - None

Commissioner Kramer arrived at this juncture (6:34 p.m.).

VI. **CONSENT ITEMS**

ITEM NO. 1 MINUTES OF JANUARY 3, 2013

Recommended Action: Approve and file

Chair Toerge noted receiving corrections to the minutes from Mr. Mosher and that the changes were incorporated into the minutes.

Interested parties were invited to address the Commission. There was no response and Chair Toerge closed public comments for this item.

Motion made by Chair Toerge and seconded by Commissioner Myers and carried 3 – 1, to approve the minutes of the Planning Commission meeting of the January 3, 2013, Regular meeting, as amended.

AYES: Brown, Myers and Toerge
NOES: None
ABSTENTIONS: Hillgren, Kramer and Tucker
ABSENT: Ameri

VII. PUBLIC HEARING ITEMS

ITEM NO. 2 Zoning Code Amendment Single Room Occupancy Residential Hotels and Parking for Emergency Shelters (PA2012-179) Site Location: Citywide

Assistant Planner Whelan presented the report addressing background, State law requirements relative to the insertion of SROs and adding provisions that would allow SROs within the commercial and office zoning districts, approval of the Housing Element by the City Council and proposed minor changes to the definitions.

Community Development Director Brandt clarified the requirements.

Ms. Whelan addressed parking standards for emergency shelters, research conducted by staff with other cities and operators and recommendations.

In response to an inquiry from Vice Chair Hillgren, Ms. Whelan reported that the State requires that the City identify zones where SROs could be permitted and that the recommendation is to permit them in commercial and office zoning districts, consistent with the Zoning Code.

In response to an inquiry from Commissioner Brown, Ms. Whelan clarified the statistical measure of half a parking space per bedroom.

Interested parties were invited to address the Commission on this matter.

Denys Oberman questioned the difference between the City's definition of SROs and the HUD definition and addressed issues that have caused complications due to inconsistencies between definitions at the various jurisdictional levels. She supported the need for SROs but requested that the Commission consider what zones may be most appropriate for and compatible with other than an office designation. She reported that SROs have certain characteristics in terms of attracting transient population and causing intensification of uses. She proposed that already dense areas would not be appropriate for SROs and that there be specific commercial or office areas within the City that are designated as appropriate. Ms. Oberman addressed the CUP process and felt that it is resource intensive.

Jim Mosher commented on parking requirements for emergency shelters and suggested including language to identify additional requirements. He stated agreement with the previous speaker's comments and felt that SROs do not need to be allowed in all commercial and office zones. He stated confusion in terms of the definitions of residential and non-residential and referenced written comments he submitted recommending inclusion of alternative definitions.

There being no others wishing to address the Commission, Chair Toerge closed the public hearing.

Ms. Brandt reported that a definition is being provided for SROs which is the same definition used in the Code prior to the most recent update. The definition was inadvertently omitted in the update, and the State's review of the Housing Element resulted in direction to reinsert into the Zoning Code. The reinsertion makes it consistent with the City's Housing Element and consistent with the pre-2010 Zoning Code. Ms. Brandt addressed the HUD definition, noting that it is broad and does

not have a requirement excluding kitchen facilities and allows the jurisdiction to include or not include kitchen facilities or a bathroom within individual units. She added that the HUD definition does not address the number of individual units allowed. Regarding location of SROs, Ms. Brandt reported that historically, they have been included in commercial or non-residential zones and typically they are quasi-residential uses typically found in non-residential zones.

Vice Chair Hillgren inquired about the changes in the definition and Ms. Whelan reported striking out the reference to HUD.

Commissioner Tucker reported that there is no requirement that the City allow SRO uses.

Ms. Brandt addressed the intent of the Housing Element program noting that it is to allow zoning provisions that would allow the City to consider such uses. It is not permitted by right but is discretionary with a Conditional Use Permit. Every application can be evaluated on its own merit given the location and proximity to other uses in the area.

Discussion followed regarding the Conditional Use Permit process.

Assistant City Attorney Mulvihill added that the Housing Element is requiring the City to allow for the use in the specific zones but the City retains full discretion as to the findings and approving or not approving the CUP.

Motion made by Commissioner Brown and seconded by Chair Toerge and carried 5 – 1, to adopt the revised Resolution No. 1903 recommending City Council approval of Code Amendment No. CA2012-009, as modified by staff.

AYES:	Brown, Hillgren, Myers, Toerge and Tucker
NOES:	None
ABSTENTIONS:	Kramer
ABSENT:	Ameri

ITEM NO. 3 Residential Lot Merger Code Amendment (PA2012-102)
Site Location: R-1, R-BI, and R-2 Zoning Districts of Balboa Island, Balboa Peninsula, Corona del Mar, Lido Isle, and West Newport

Planning Manager Patrick Alford presented details of the report addressing Council initiation of the matter, examples of typical lots, setbacks resulting from mergers, increases in potential floor areas and typical setbacks. He addressed key proposed provisions relative to parcel maps and lot-line adjustments, areas affected by the amendment, regulations and findings, other approaches including increasing remaining side yard setbacks, modifying floor area limit ratios and related variances. Mr. Alford reported that the information provided is for typical lots with typical setbacks and noted that there could be many variations in the results if the amendment is approved and applied.

Discussion followed regarding areas governed, applicability to Newport Heights and applying the amendment to the older areas of town and clarifying language to not include Newport Heights, provisions regarding setbacks increasing to four feet and effects to overall square footage.

In response to Chair Toerge's inquiry, Mr. Alford explained the 50 percent rule noting that it was intended to address fragments of lots and reported that staff is trying to avoid significant increases in overall lot widths to maintain compatibility and apply the new standards to lots that have significant changes in lot configurations.

Chair Toerge indicated support for the ordinance but asked the Commission for input on how they might create the opportunity for the Commission to consider increased setbacks in case where they may not otherwise support a lot.

In response to Vice Chair Hillgren's inquiry, Mr. Alford addressed notice to residents and where the ordinance would apply. Mr. Alford noted that potentially, approximately 8,000 parcels could be impacted by the amendment. He reported on efforts made to notice the item, including a display ad and letters to applicable community associations. He reported that no responses were received.

Commissioner Tucker commented on expanding setbacks, limiting floor areas of combined lots and the possibility of allowing designers to determine how the floor area will be used on the lots.

Chair Toerge felt that the square footage could be included in any location and developing a process for the Commission to consider where the square footage would be appropriate.

Mr. Alford addressed the possibility of new construction and stated that it would be possible that lot mergers could include existing structures that are currently conforming to side yard setbacks.

Interested parties were invited to address the Commission on this matter.

Denys Oberman felt that the original intent of the ordinance was to manage compatibility. She stated that there are lot mergers occurring as well as lot reconfigurations. She addressed issues of safety, access and privacy and suggested adding language to articulate that there needs to be sufficient setbacks to afford fire compliance and privacy as well as adequate insulation from noise and air quality impacts.

Jim Mosher asked why the amendment would be applied selectively to specific areas and not City-wide, the appropriateness of the 50% rule and lots that are back-to-back. He suggested striking out "width" and include "area" to apply to odd lot configurations. He felt that the CEQA finding is not a finding and expressed concerns with selectively applying the ordinance to little pieces of the Zoning Code without showing sections as a whole, noting that they would be "sub-sections". Mr. Mosher pointed out minor typographical errors within the report.

There being no others wishing to address the Commission, Chair Toerge closed the public hearing.

Commissioner Tucker referenced the revised resolution and suggested that the language in the report be consistent throughout the document. He was unsure whether Council direction included re-tooling the setbacks and pointed out areas of ambiguity.

Chair Toerge noted that the Commission was asked to make a recommendation. He questioned why the ordinance is not applicable to R-1 zones in the City.

Motion made by Chair Toerge and seconded by Commissioner Brown to adopt Resolution No. 1904 recommending City Council approval of Code Amendment No. CA2012-107, without the restriction that it only apply to the areas specified in the report, but that they apply to R-1, R-BI and R-2 zoning districts.

Mr. Alford noted that the public notice for the amendment stated that it would be limited to certain areas. He asked the Assistant City Attorney if the Commission could include other areas. Assistant City Attorney Mulvihill indicated that the Commission was only making a recommendation and that the item will be noticed to Council accordingly.

Chair Toerge stated that the 50% increase in area is a reasonable barometer rather than the 50% increase in the lot width. He dropped the request of modifying the setbacks.

Commissioner Myers indicated that he supports the 50% width noting that the issue affects side-by-side lots and would cover a broad range of variables for lot mergers.

Vice Chair Hillgren indicated he could not support the motion because the item was noticed to include other areas. He agreed with changing width to area.

Substitute motion made by Vice Chair Hillgren to adopt Resolution No. 1904 recommending City Council approval of Code Amendment No. CA2012-107 as proposed in the modified staff report and changing "width" to "area" throughout the amendment.

Commissioner Tucker suggested replacing language "on" to "of" relative to 50% of the lots involved throughout with additional corrections.

Vice Chair Hillgren agreed to the inclusion and Commissioner Tucker seconded the motion. The motion carried 6 – 1.

AYES:	Brown, Hillgren, Kramer, Myers, Toerge and Tucker
NOES:	None
ABSTENTIONS:	None
ABSENT:	Ameri

ITEM NO. 4 Existing City Hall Complex Reuse Amendments (PA2012-031)
Site Location: 3300 Newport Boulevard and 475 32nd Street

Commissioner Kramer indicated that he will recuse himself from hearing the aforementioned item because he holds an income-earning business position at Pacific Hospitality Group, which is in the business of hotel management and development. Although he does not believe there is a conflict of interest, he is doing so out of an abundance of caution. In addition, he requested to be excused for the remainder of the meeting as this is the last action item under the agenda. He departed the Chambers at this time.

Commissioner Ameri arrived at this juncture (7:27 p.m.).

Principal Planner James Campbell presented details of the report addressing site location, description of the project, changes to the regulatory scheme, policies and Zoning Code, existing structures on the property, current zoning designation and plans for the reuse of the site for other purposes. He presented background including visionary concepts for the area, design guidelines, and initiation of the subject land-use amendments by the City Council. He addressed the proposed land-use designation and purpose, description of possible civic uses, establishment of intensities and densities and amendments to the General Plan, Coastal Land Use Plan, and proposed Zoning Code standards. Mr. Campbell addressed the possibility of allowing a hotel, residential uses and retail uses and establishing development standards for the new zone. He addressed building heights, setbacks, open-space areas and reported the attendance of Keaton Kreitzer to discuss the environmental documents.

Mr. Kreitzer reported that he was retained by the City to prepare environmental documents for the proposed amendments and reported that once the project description was crafted, the preparation of an initial study was conducted to evaluate the scope of the project. He noted that an analysis was crafted to address a programmatic level of detail with broad impacts and broad mitigation efforts. He reported there would be no physical impacts if the project (the proposed amendments) is approved.

Physical impacts would only occur upon development of a specific project. He addressed distribution of a Mitigated Negative Declaration, receipt of comments and responses to them. Future projects would be subject to subsequent environmental, planning, and engineering review.

Discussion followed regarding the use of italics in the document.

Mr. Campbell reported that public views were reviewed on a broad problematic level and that no view simulations were conducted. He stressed that specific public views are protected based on General Plan policies. He reported that no shade and shadow impacts were prepared at this time because there are no sensitive land uses in close proximity. Regarding traffic, he stated that in the likely development scenarios considered based on the maximum land use allocations that the General Plan would allow, peak hour traffic was reduced compared to peak hour attributable to existing uses, therefore, there are no significant impacts related to traffic. Future projects would undergo their own environmental and engineering review and would come before the Planning Commission for consideration. Mr. Campbell also discussed the requirements of the Traffic Phasing Ordinance and stated that since any potential development would not increase average daily trips above the daily trips of existing uses by more than 300, no traffic study is required. Mr. Campbell also discussed the "plan-to-plan" peak hour trip analysis required by Charter Section 423 as a separate analysis from the existing uses to plan analysis also conducted, and he reported that no vote of the electorate would be required.

Mr. Campbell reported that the Native American Tribal Consultation was conducted pursuant to State law and that he received a phone call in response indicating that there are no resources known on the site but that tribal representatives are available to monitor grading project if deemed necessary. He addressed the next steps including future Council consideration of the item, Coastal Commission consideration and staff's recommendation for approval.

In response to Vice Chair Hillgren's inquiry, Mr. Campbell explained why the maximum hotel intensity of 99,675 was determined and addressed traffic concerns. He added that a reduction of peak-hour traffic is being predicted in each likely development scenario and there may be a slight increase in daily trips depending upon the size of potential future hotel.

Regarding potential traffic mitigation efforts, City Traffic Engineer Tony Brine reported that there are improvements outlined in the General Plan regardless of potential uses on the site.

Mr. Campbell reported that staff anticipates maintaining the existing access points and that potential changes to rights-of-way proposed by future developers would need to be evaluated at that time and would be project-specific.

Assistant City Attorney Mulvihill reported that pursuant to CEQA guidelines, there is no obligation to analyze the project at a greater degree of specificity than what is currently before the Commission. To do so at this time would be speculative.

Commissioner Tucker commented on entitlements and asked why the City didn't wait until there was a project-specific analysis.

Mr. Campbell stated that he believes it is a result of the Coastal Commission's timing and that it is the intent to present the Coastal Land Use Plan amendment to the Coastal Commission as soon as possible since their process can take a significant amount of time. Specific proposed developments would also need to be presented to the Coastal Commission and staff has been advised by Coastal Commission staff that they would prefer to see the amendments first, separate from any specific development project.

Discussion followed regarding the process and project development reviews.

In response to Chair Toerge's inquiry regarding Council's limiting the density and intensity of use of the site to ninety-nine residential units or a boutique hotel instead of allowing for other alternatives, Community Development Director Brandt explained that staff has been in the process of looking for appropriate uses for the property for over two years. Council has identified the area as a revitalization area and has spent a significant amount of time and resources in evaluating potential uses for the area as it transitions into the future. The issue was reviewed by a Citizens' Advisory Panel and Council embarked on a market and an economic analysis for appropriate land uses for the site. Council directed staff to send out a Request for Qualifications focusing on the land uses and the overall limitations on density and intensity of use are related to Measure S restrictions.

Chair Toerge felt that it would have been better to engage RFPs and have the Ad Hoc Committee review them and identify whether or not they presented good ideas.

Commissioner Ameri stated that obtaining other innovative ideas has been eliminated and questioned the number of companies chosen to present proposals.

Ms. Brandt reported that six teams have been chosen to submit RFPs.

Interested parties were invited to address the Commission on this matter.

Denys Oberman commented on the process and felt that in lieu of the Design Guideline process, the City would have served itself better to have an active outreach for RFPs to look at a specific plan amendment. She stated that the public weighed in heavily and consistently on this site and was looking for a way that the City could establish a destination anchor that could spearhead successful revitalization of the entire Lido Marina area. The public advocated for a boutique hotel as a destination anchor. She addressed the results of the market and economic analyses and expressed concerns with the Design Guidelines noting that they should not be stated to be anything more than a concept. She felt the Design Guidelines need to be put in perspective and should be properly defined as it relates to CEQA considerations. Ms. Oberman questioned the MULV designation and whether it is specific to the City Hall site or to the entire Lido Village. She stated the need for significant environmental review and suggested that the Planning Commission not proceed with approving the current environmental review. She opined that there will be significant impacts to traffic both to the site and to Lido Village and asked how a decrease in traffic was determined, especially with residential uses. She encouraged the Commission to not approve the Mitigated Negative Declaration in its current form.

Jim Mosher indicated that the recommendation for approval is premature before the Council and the public have a clear idea of what they want to do with this property. He expressed concerns with the traffic analysis, the MND and felt that the document was not carefully prepared.

Robert Hawkins, representing several community groups in the City, raised a concern that a shade and shadow analysis should be prepared. He noted that the proposed zoning provides for open space noting that it would create a shade-sensitive use that requires further study and the lack of that study creates a land-use impact. He referenced written comments which were previously submitted and reported that no notice was received, that a continuance was requested and commented on use of italics in the environmental document. He reported that CEQA requires looking at worst-case scenarios and felt that a variety of impacts were not adequately considered. He commented on the process noting that the programmatic MND does not analyze anything and felt that the subsequent environmental analysis will consist of a Notice of Exemption. He objected to "piece-mealing" the project analysis and encouraged the Commission to reject the MND and stated that an EIR should be prepared and that the alternatives analysis in an EIR provides the ability to analyze the impact

attributable to various project alternatives. Mr. Hawkins stated that the environmental analysis is in conflict with Council policy K3 and felt that the project does not meet this policy and that an EIR should be prepared.

In response to Commissioner Tucker's inquiry regarding the ability to have a General Plan amendment and a zone change without having a specific project, Mr. Hawkins agreed that it can occur but he also indicated that it is not an acceptable way of pursuing the CEQA process.

Commissioner Tucker noted that a CEQA analysis for a future development project will be needed and that specific developments will be considered by the Planning Commission. He commented on the alternatives analysis and asked Mr. Hawkins to address the arguments that he feels are most compelling.

Mr. Hawkins expressed his concern that the subsequent environmental analysis will consist of a Notice of Exemption. He expressed the belief that the proposed General Plan Amendment would allocate the remaining possible density and intensity under the Green Light thresholds creating a land-use impact that must be analyzed and that was not addressed in the MND. He added that substantial evidence supports the potential of significant impacts which aren't analyzed in the document, including the shade analysis, impacts on open space and on outdoor restaurants in proximity as well as impacts on residential land uses. He encouraged the Commission to deny the matter and conduct an EIR which will require an alternatives impact analysis.

There being no others wishing to address the Commission, Chair Toerge closed the public hearing.

In response to Chair Toerge's inquiry, Mr. Campbell reported that the analysis of shadows that might be created by a future project is not required under CEQA but is rather a design issue that will be considered when the future project is reviewed. He disagreed that there are nearby restaurants that will be impacted by shading attributable to future development of the site as there are no nearby outdoor restaurants. Shade and shadow impacts are typically considered with nearby residential uses and that it is unlikely that there will be an impact considering the proximity of the project site and the existing Fire Station in that location. Shade/shadow analysis could be conducted if future developments would impact sensitive land uses.

Regarding the Design Guidelines, Mr. Campbell reported that the proposed amendments are not being evaluated against the Guidelines but rather that the Guidelines would apply to any future development of the project site. That evaluation and ultimate requirement of a finding of consistency strengthens a future project's compatibility with the area and the future vision for the area. He added that the Design Guidelines are guidelines and not regulatory as an ordinance would be but the Guidelines require any future project to be found consistent with the guidelines.

Assistant City Attorney Mulvihill noted that the Design Guidelines set the concept for the area and have been adopted by the City Council.

In reply to Chair Toerge's inquiry, Mr. Campbell explained the basic requirements of Charter Section 423 and when a vote of the electorate would be required and how the subject amendment, if approved, would affect the analysis of future general plan amendments within the statistical area. He explained that should the City approve this amendment, it would become a "prior amendment" as defined by Section 423 and 80% of increased floor area, 80% of increased residential units, and 80% of increased peak hour trips will be added to the increases resulting from two prior amendments approved within the previous ten years. The resulting total would be added to the increases attributable to a future General Plan Amendment within the next ten years and should the totals exceed applicable Section 423 thresholds, a vote would be required to validate the City's approval of that future GPA. In summary, the proposed amendment with two prior amendments equals the floor

area and residential unit threshold and does not exceed it so not vote is required for the subject amendment. Since 80% of the total floor area and units are added to a future GPA application, 80% of the threshold amounts would apply to that future amendment leaving a modest amount of floor area and residential units (8,000 square feet and 20 units) for a future GPA without necessitating a vote. He also reported that should the increased density and intensity of the General Plan amendment not be built, it can be transferred to another location within the statistical area by the City Council to meet other revitalization goals.

A question was raised about whether there was a time limit within which development must occur pursuant to the GPA and whether the City could reconsider the allocation.

Ms. Brandt reported that the General Plan, the Coastal Land Use Plan and the Zoning Code are the City's vision for the community and that the City can initiate amendments to them without authorization from a property owner. The City controls the development for the community through the General Plan and has the ability to initiate changes without the consent of a property owner. The General Plan does not provide timeframes and if needs of the community change, Council can initiate amendments to address those needs.

Commissioner Ameri indicated that he did not agree with the City's approach to get to this point, but commented on what is being proposed noting that there is currently no site plan or proposed development and that this is not the time to discuss physical criteria of shade, open space or impacts.

Assistant City Attorney Mulvihill reported that the concerns relate to the proposed height, which is different from the existing Zoning Code. She stated that through the consultant's process, it was determined that there are no significant impacts caused by the proposed amendments.

Commissioner Ameri reported that there are a lot of factors that could impact the site depending on the future development but that no development is being considered at this time.

Motion made by Commissioner Ameri and seconded by Commissioner Tucker and carried 6 – 1, to adopt Resolution No. 1905 recommending City Council adoption of the City Hall Reuse Project Initial Study/Mitigated Negative Declaration (SCH# 2012111074) including a Mitigation Monitoring and Reporting Program pursuant to the California Environmental Quality Act; and adopt Resolution No. 1906 recommending City Council approval of General Plan Amendment No. GP2012-002, Coastal Land Use Plan Amendment No. LC2012-001, and Zoning Code Amendment No. CA2012-003.

AYES: Ameri, Brown, Hillgren, Myers, Toerge and Tucker
NOES: None
ABSTENTIONS: None
ABSENT (Excused): Kramer

Commissioner Tucker noted there is no confusion as to what is being recommended and noted that part of the process is that an environmental document has to support what is proposed. He referenced public comments that were not in agreement with the process because they believed that staff was going beyond what is actually being considered. The purpose of the discussion was to detail exactly what is on the record and it is important to demonstrate that the Commission understands the consequences of what was proposed. He stressed the importance of demonstrating that the Commission understands and engages in the process in case of possible future litigation.

Commissioner Tucker noted that a significant impact is not determined by the opinion of the public as to whether or not there is consequence to a particular development but rather a significant impact is created when that impact exceeds a stated threshold. The Commission is mandated by CEQA to ignore matters of opinion that are not supported in the record by substantial evidence.

Commissioner Brown stressed that there will be a complete environmental analysis of the subsequent specific development.

Assistant City Attorney Mulvihill reported that there will be an environmental analysis because CEQA requires it at the time a specific project is approved. Until there is an actual project before the Commission, it is unknown what CEQA will require in terms of the environmental analysis.

Commissioner Tucker reported that even if there is an exemption, there still will be an analysis as to why it is consistent with what was already done.

Ms. Brandt addressed tiered environmental approaches and when a project comes forward, the current environmental document will serve as a basis for the subsequent environmental review for the next step of the process, which will be a specific development project.

VIII. STAFF AND COMMISSIONER ITEMS

ITEM NO. 5 MOTION FOR RECONSIDERATION – None

ITEM NO. 6 COMMUNITY DEVELOPMENT DIRECTOR'S REPORT

Community Development Director Brandt referenced the schedule for the 2013 Planning Commission meetings and suggested that the Planning Commission may want to hold the December 19, 2013 meeting earlier in the afternoon. She reminded Commission that the February 7, 2013 meeting will begin at 5:00 p.m.

Ms. Mulvihill reported that she may be late, but that Assistant City Attorney Michael Torres will be available for the first two items on that agenda.

In response to Commissioner Tucker's inquiry, Ms. Brandt reported that staff is still determining when Commission meetings will be held at the new City Hall facility. She stated that she will provide an update at the next Planning Commission meeting.

ITEM NO. 7 ANNOUNCEMENTS ON MATTERS THAT THE PLANNING COMMISSION MEMBERS WOULD LIKE PLACED ON A FUTURE AGENDA FOR DISCUSSION, ACTION, OR REPORT. - None

ITEM NO. 8 REQUESTS FOR EXCUSED ABSENCES - None

IX. ADJOURNMENT

There being no further business to come before the Planning Commission, the meeting was adjourned at 8:53 p.m.

The agenda for the Regular Meeting was posted on January 11, 2013, at 3:50 p.m. on the City Hall Bulletin Board located outside of the City of Newport Beach Administration Building.

Michael Toerge, Chairman

Fred Ameri, Secretary

DRAFT

ADDITIONAL
MATERIALS
RECEIVED

Comments on February 7, 2013 PC Agenda Items

The following comments on items on the February 7, 2013 Newport Beach Planning Commission agenda are submitted by: Jim Mosher (jimmosher@yahoo.com), 2210 Private Road, Newport Beach 92660 (949-548-6229)

Item No. 1 : Minutes of January 17, 2013

The following minor corrections are suggested:

Page 2, third line from bottom: "... resulted in direction to reinsert ~~it~~ into the Zoning Code."

Page 4, first sentence: "... consider increased setbacks in ~~case~~ cases where ...".

Page 4, middle paragraph: "He suggested striking out "width" and ~~include~~ substituting "area" to ~~apply to~~ accommodate odd lot configurations." ... "... noting ~~that they would be~~ these were "sub-sections".

Page 4, third sentence from end: "He questioned why the ordinance is not applicable to all R-1 zones in the City."

Page 5, third sentence: "Vice Chair Hillgren indicated he could not support the motion because the item was not noticed to include other areas."

Page 6, third paragraph: "... public views were reviewed on a broad ~~problematic~~ programmatic (?) level ..." ... "... no shade and shadow ~~impacts~~ impact studies were prepared ..."

Page 6, fourth paragraph: "representatives are available to monitor ~~grading-project~~ project grading if deemed necessary."

Page 6, fifth paragraph: "Mr. Campbell explained why the maximum hotel intensity of 99,675 square feet was determined"

Page 8, second line: "... in conflict with Council ~~policy-K3~~ Policy K-3 ..."

Page 9, first line: "...so ~~not~~ no vote is required ..."

**CITY OF NEWPORT BEACH
PLANNING COMMISSION STAFF REPORT**

February 7, 2013

Agenda Item 2

SUBJECT: Mariner's Pointe - (PA2010-114)
100 – 300 West Coast Highway
▪ Substantial Conformance Review

APPLICANT: VBAS Corporation

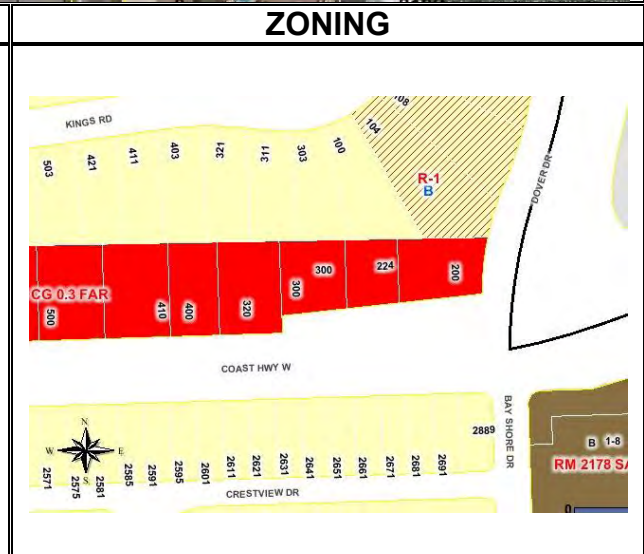
PLANNER: Jaime Murillo, Associate Planner
(949) 644-3209, jmurillo@newportbeachca.gov

PROJECT SUMMARY

On August 9, 2011, the City Council approved the Mariner's Pointe project, a 19,905-square-foot commercial building and a three-level parking structure. On June 7, 2012, the Planning Commission approved the final architectural and landscaping plans for the project. The project is under construction; however, the applicant proposes revisions to the approved building design. The revisions include: 1) changing the stone veneer exterior of a wall with awnings and commercial display boxes; 2) reducing the height of a stair/elevator tower; and 3) landscaping between the building and West Coast Highway.

RECOMMENDATION

- 1) Conduct a public meeting; and
- 2) Adopt Resolution No. ____ (Attachment No. PC1) finding the changes in the design to be in substantial conformance with the project design approved by Site Development Review No. SR2010-001 and Conditional Use Permit No. UP2010-024.



LOCATION	GENERAL PLAN	ZONING	CURRENT USE
ON-SITE	General Commercial (CG)	Commercial General (CG)	Commercial building (under construction)
NORTH	Single Unit Residential Detached (RS-D)	Single Unit Residential (R1)	Single-unit residential dwellings
SOUTH	RS-D	R1	Single-unit residential dwellings
EAST	Recreational and Marine Commercial (CM)	Castaways Marina Planned Community (PC-37)	Construction staging
WEST	CG	CG	Commercial retail buildings

INTRODUCTION

Background

On August 9, 2011, the City Council approved the Mariner's Pointe project, a 19,905-square-foot commercial building and a three-level parking structure on a 0.76-acre site located at the northwest corner of the intersection of West Coast Highway and Dover Drive. The exact tenant mix was unknown at the time of approval; however, it was anticipated two large restaurants (9,557 square feet) would serve as anchor tenants, with the remaining square footage to be used for retail (8,651 square feet) and medical office uses (1,697 square feet). The project included the approval of the following applications: a General Plan amendment; Zoning Code amendment; site development review; conditional use permit; variance; parcel map; and traffic study. City Council Resolution No. 2011-86, including conditions of approval, is included as Attachment PC2.

Pursuant to Condition Nos. 4 and 20, the applicant was required to submit final architectural and landscaping plans for review and approval by the Planning Commission to ensure the high level of architectural detail and landscape improvements are incorporated into the final construction drawings. The Planning Commission reviewed and approved the final architectural and landscaping plans on June 7, 2012. Planning Commission Resolution No. 2012-1878, is included as Attachment PC3 and the hearing minutes are included as Attachment PC4. Colored renderings of the final approved elevations are included as Attachment No. PC5.

Shoring wall permits were issued for the project on June 6, 2012, and building permits were issued for the construction of the parking structure and commercial building on October 19, 2012.

DISCUSSION

Pursuant to Condition of Approval No. 1 of City Council Resolution No. 2011-86, project design changes shall be in substantial conformance with the approved plans. In addition, pursuant to Condition of Approval Nos. 4 and 20, any substantial changes to the approved final architectural and landscaping plans shall require approval by the Planning Commission. The applicant has proposed a number of revisions to the approved architectural and landscape plans, some of which staff believes to be significant changes warranting further review by the Planning Commission.

Affected sheets from the approved final architectural plans are included as Attachment No. PC6 for reference and the proposed architectural revisions are included as Attachment No. PC7. Colored renderings of the proposed revisions are included as Attachment No. PC8. The following discussion summarizes each of these changes in more detail.

Parking Structure Façade

The applicant proposes to modify the architectural treatment of a screen wall located in front of the parking structure ramps on the South Elevation of the project to provide an expanded storefront and retail presence. As approved, the screen wall was to be clad with a stone veneer and series of openings with decorative metal inserts. The stoner veneer is now proposed to be replaced with a smooth-coat plaster finish. A series of openings with decorative metal inserts would be retained along the top of the screen wall; however, the bottom of the screen wall would be improved with four display cases and four awnings to provide the appearance of a retail storefront. These four display cases would be finished in black tile background and enclosed in glass. Initially, the display cases are proposed to be used for flower display by a florist tenant to be located within Suite R-105. However, in the future, this display area could also be used for merchandise display and/or advertising space for other on-site uses.

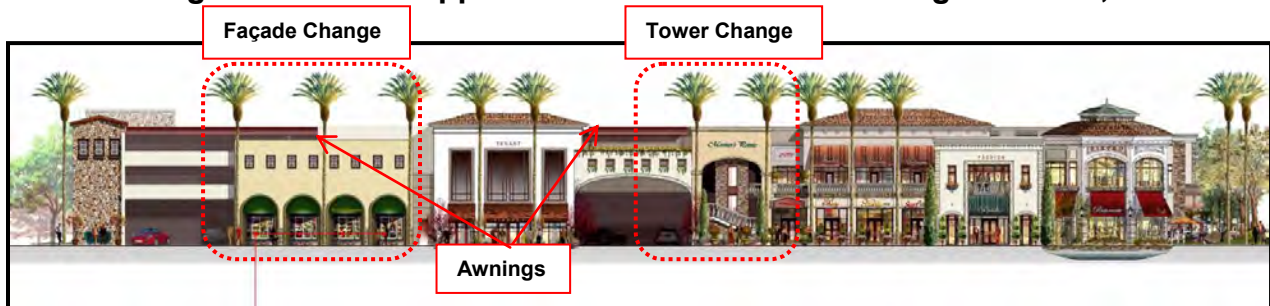
South Elevation Comparisons



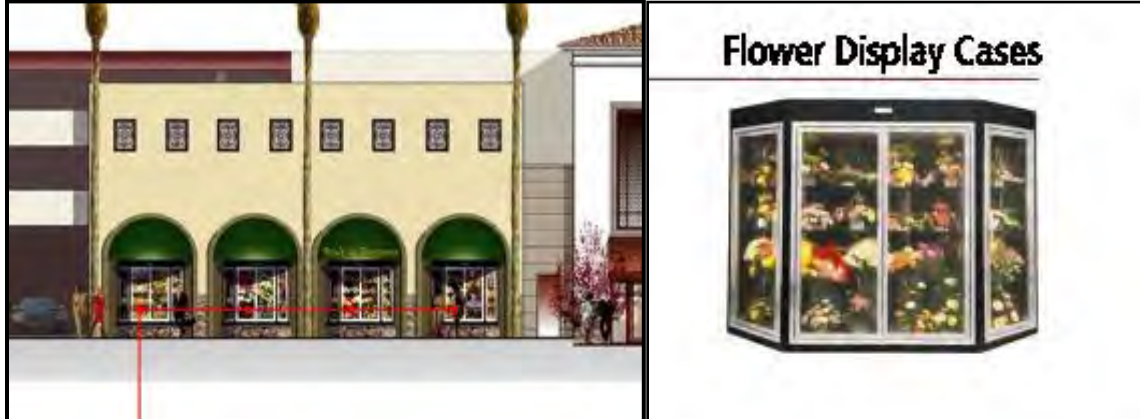
City Council Approved Conceptual Architectural Design – August 9, 2011



Planning Commission Approved Final Architectural Design - June 7, 2012



Proposed Revisions to Architectural Design



Façade Change: Enlarged View

Primary Elevator/Stairwell Tower

An additional change to the South Elevation involves lowering the height of the primary elevator and stairwell tower from 39 feet 4 inches to 35 feet, consistent with the originally approved City Council conceptual plan. The reduction in height was made possible by eliminating elevator and stairwell access within this tower to the third level of the parking structure. The third level of the parking structure is reserved for employee and valet parking of vehicles only. Two additional stairwells would continue to provide access from the third level of the structure to the first and second levels of the commercial building. Disabled parking for employees would continue to be provided on the first and second levels of the parking structure. Staff has no concerns with this change.

Parking Structure Awnings

Along the front edge of the parking structure roof, the applicant is proposing canvas awnings to provide enhanced architectural interest and to complement the other awnings on the building. Staff has no concerns with this change.

Landscaping

The approved landscape plan (Attachment No. PC9) included extensive decorative paving, a 598 square-foot water feature, and approximately 2,460 square feet of planter area that included a variety of plant materials. The plan implements the landscape requirements of the Mariner's Mile Strategic Vision and Design Framework by providing the minimum four-foot-wide planter area with continuous hedge and palm trees.

The applicant is proposing revisions (Attachment No. PC10) to the landscape plan primarily to accommodate access to the proposed display cases and to address Caltrans concerns. Caltrans maintains jurisdiction of the right-of-way along the West Coast Highway frontage and requires the curb and sidewalk be realigned to eliminate

the lane drop at the westerly end of the project frontage. As a result, the new curb alignment now accommodates a dedicated bus turn-out pad, and expanded decorative paving and landscaping in front of the proposed display area and parking structure.

Caltrans has also recently indicated that they would not allow the proposed palms and water feature to be located within their right-of-way along Coast Highway; however, Caltrans has initiated discussions regarding entering into a maintenance agreement with the City and applicant to permit the improvements. Alternatively, the City can accept a partial relinquishment of the right-of-way from Caltrans in order to accommodate the palms and water feature. As a result of these discussions with Caltrans, the total number of palms trees has been reduced from 17 to 15 trees. Thirteen of the palms will remain on the West Coast Highway frontage.

Overall, the revision results in a total of 3,035 square feet of total planter area, which is an addition of approximately 575 square feet. However, it should be noted that 1,312 square feet of the total planter area is located within the West Coast Highway right-of-way. The City's Master Plan of Streets and Highways envisions the widening of West Coast Highway in Mariner's Mile to accommodate six lanes. The possibility of widening the highway in the future could result in the elimination of significant portions of the proposed hardscaping and landscaping improvements located within the right-of-way.

Staff believes the changes would continue to result in a project that is consistent with the intent of the Mariner's Mile Strategic Vision and Design Framework by providing a continuous hedge row and palm tree feature that serves as a unifying design feature that ties the Mariner's Mile corridor together.

Environmental Review

The environmental impacts of the project as a whole were analyzed under the Mitigated Negative Declaration (MND) that was adopted for the project by the City Council on August 9, 2011. The MND was prepared in accordance with the implementing guidelines of the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and City Council Policy K-3. With mitigation measures and standard conditions of approval indicated in the Initial Study and set forth in the Mitigation Monitoring and Reporting Program included with the MND, all potential impacts would be mitigated to a less than significant level. The changes to the project are minor in nature and do not constitute substantial changes to the project that would involve new significant environmental effects or result in additional mitigation measures.

Summary

Staff believes that the proposed revisions in building design are consistent with the approval of Site Development Review No. SR2010-004 and Use Permit No. UP2010-024, and can be found in substantial conformance with the approved plans. Furthermore, staff believes that the proposed changes continue to implement the high

level of architectural detail and landscape improvements illustrated in the approved building plans. The reduction in the tower is consistent with originally approved conceptual design by the City Council and will continue to meet all required Building Codes for accessibility and fire protection. The change in architectural treatment and addition of display cases helps to mask the bulk of the parking structure and provide a continued commercial storefront appearance. It should be noted that once the display cases are approved, the City would maintain limited authority to regulate the content of the merchandise or advertising materials; however, size and area of signage would be regulated through a future comprehensive sign program and off-site advertising would be prohibited.

The changes in landscaping would continue to result in a project that is consistent with the intent of the Mariner's Mile Strategic Vision and Design Framework through the maintenance of the minimum number of required palm trees and continuous hedge row. Staff's only reservation is that should West Coast Highway be widened in the future, portions of the proposed improvements located in the right-of-way may be lost.

Alternatives

1. Should the Planning Commission be concerned with the significant loss of landscaping should the highway be widened in the future, the Planning Commission may approve the requested changes with the exception of the proposed change to the parking structure façade. By maintaining the stone veneer and eliminating the display cases, landscaping may be preserved on-site in front of the parking structure and would be unaffected by any future highway widening.
2. Should the Planning Commission conclude that the final design does not exhibit the high level of architectural detail and landscape improvements illustrated in the approved building design, or conclude that the design changes are not in substantial conformance, the Commission should direct the applicant to make specific revisions needed to comply.

PUBLIC NOTICE

Although this agenda item does not require a public hearing, notice was published in the Daily Pilot, mailed to property owners within 300 feet of the property (excluding roads and waterways) and posted at the site a minimum of 10 days in advance of this meeting consistent with the Municipal Code requirements for public hearings. The item also appeared upon the agenda for this meeting, which was posted at City Hall and on the City website.

Prepared by:


Jaime Murillo
Associate Planner

Submitted by:


Brenda Wisneski, AICP, Deputy Director

ATTACHMENTS

- PC 1 Draft Resolution of Approval
- PC 2 City Council Resolution No. 2011-86
- PC 3 Planning Commission Resolution No. 2012-1878
- PC 4 June 7, 2012, Planning Commission Minutes
- PC 5 June 7, 2012, Colored Renderings of Approved Architectural Plans
- PC 6 June 7, 2012, Final Approved Architectural Plans (Affected Sheets)
- PC 7 Proposed Revisions to Architectural Plan
- PC 8 Colored Renderings of Proposed Revisions
- PC 9 June 7, 2012, Final Approved Landscaping Plan
- PC 10 Proposed Revisions to Landscape Plan

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Attachment No. PC 1

Draft Resolution of Approval

RESOLUTION NO. ____

**A RESOLUTION OF THE PLANNING COMMISSION OF THE
CITY OF NEWPORT BEACH FINDING CHANGES IN DESIGN TO
BE IN SUBSTANTIAL CONFORMANCE WITH THE DESIGN
APPROVED BY SITE DEVELOPMENT REVIEW SR2010-001
AND USE PERMIT NO. UP2010-024 FOR THE MARINER'S
POINTE PROJECT LOCATED AT 100-300 WEST COAST
HIGHWAY (PA2010-114)**

THE PLANNING COMMISSION OF THE CITY OF NEWPORT BEACH HEREBY FINDS AS
FOLLOWS:

SECTION 1. STATEMENT OF FACTS.

1. On August 9, 2011, the City Council adopted Resolution No. 2011-86 approving the Mariner's Pointe project, a 19,905-square-foot commercial building and a three-level parking structure on a 0.76-acre site located 100-300 West Coast Highway, and legally described as Lots 1, 2, 3, 4, 5, and 6 of Tract No. 1210; and
2. In compliance with Condition Nos. 4 and 20 of City Council Resolution No. 2011-86, the applicant was required to submit final architectural and landscaping plans for review and approval by the Planning Commission to ensure the high level of architectural detail and landscape improvements are incorporated into the final construction drawings. The Planning Commission reviewed and approved the final architectural and landscaping plans on June 7, 2012.
3. On June 7, 2012, the Planning Commission adopted Resolution No. 2012-1878 approving the final architectural and landscaping plans for the project.
4. The applicant is requesting review of proposed revisions to the approved building design. The revisions include: 1) changing the stone veneer exterior of a wall with awnings and commercial display boxes; 2) reducing the height of a stair/elevator tower; and 3) landscaping between the building and West Coast Highway; and
5. A public meeting was held by the Planning Commission on February 7, 2013, in the City Hall Council Chambers, 3300 Newport Boulevard, Newport Beach, California. A notice of time, place and purpose of the meeting was given in accordance with the Newport Beach Municipal Code. Evidence, both written and oral, was presented to, and considered by, the Planning Commission at this meeting; and

SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION.

1. A Mitigated Negative Declaration (SCH No. No. 2011041038) was prepared for the project in accordance with the implementing guidelines of the California Environmental Quality Act (CEQA). The document was made available for public review and comment during a 30-day review period beginning on April 11, 2011, and ending on May 11, 2011, and subsequently approved by the City Council on August 9, 2011. A

subsequent mitigated negative declaration for the project is not required to be prepared pursuant to CEQA Guidelines Section 15162 because the proposed revisions to project design are minor and do not constitute “substantial changes” to the project that would involve new significant environmental effects or result in additional mitigation measures.

SECTION 3. REQUIRED FINDINGS.

1. The applicant has proposed a number of revisions to the final approved architectural and landscape plans for the project. Pursuant to Condition of Approval No. 1, the project design changes shall be in substantial conformance with the approved plans and pursuant to Condition of Approval Nos. 4 and 20, the Planning Commission may approve changes. The following facts in support of such finding are set forth:

Facts in Support of Finding:

- A. The replacement of the stone veneer on the screen wall located in front of the parking structure ramps on the South Elevation of the project will provide an expanded storefront and stronger retail presence. A series of openings with decorative metal inserts would be retained along the top of the screen wall and four display cases and four awnings to provide the appearance of a retail storefront. These four display cases would be finished in black tile background and enclosed in glass. Initially, the display cases are proposed to be used for flower display by a florist tenant to be located within Suite R-105. However, in the future, this display area could also be used for merchandise display and/or advertising space for other on-site uses.
- B. The reduction in height of the primary elevator and stairwell tower on the south elevation from 39 feet 4 inches to 35 feet is consistent with the originally approved City Council conceptual plan.
- C. The installation of awnings along the front edge of the parking structure roof will provide enhanced architectural interest and complement the other awnings on the building.
- D. The proposed revisions to the landscape plan are necessary to accommodate access to the proposed display cases and to address Caltrans concerns with the curb alignment. Caltrans maintains jurisdiction of the right-of-way along the West Coast Highway frontage and required that the curb and sidewalk be pulled out to eliminate the lane drop at the westerly end of the project frontage. As a result, the new curb alignment now accommodates a dedicated bus turn-out pad, and expanded decorative paving and landscaping in front of the proposed display area and parking structure.
- E. Caltrans has recently indicated that they would not allow the proposed palms and water feature to be located within their right-of-way along Coast Highway; however, Caltrans has initiated discussions regarding entering into a maintenance

agreement with the City and applicant to permit the improvements. Alternatively, the City can accept a partial relinquishment of the right-of-way from Caltrans in order to accommodate the palms and water feature. As a result of these discussions with Caltrans, the total number of palms trees has been reduced from 17 to 13 trees. Eleven of the palms will remain on the West Coast Highway frontage.

- F. The landscaping revisions would continue to result in a project that is consistent with the intent of the Mariner's Mile Strategic Vision and Design Framework by providing a hedge and palm tree feature that serves as a unifying design feature that ties the Mariner's Mile corridor together.

SECTION 4. DECISION.

NOW, THEREFORE, BE IT RESOLVED:

1. Consistent with Condition Nos. 4 and 20 of City Council Resolution No. 2011-86, the Planning Commission of the City of Newport Beach hereby approves the revisions to the final architectural and landscaping plans for the Mariner's Pointe project and finds said revisions to be in substantial conformance with the project approved by Site Development Review No. SR2010-001 and Use Permit No. UP2010-024.
2. This action shall become final and effective fourteen days after the adoption of this Resolution unless within such time an appeal is filed with the City Clerk in accordance with the provisions of Title 20 Planning and Zoning, of the Newport Beach Municipal Code.

PASSED, APPROVED AND ADOPTED THIS 7TH DAY OF FEBRUARY, 2013.

AYES:

NOES:

BY: _____
Michael Toerge, Chairman

BY: _____
Fred Ameri, Secretary

Attachment No. PC 2

Council Resolution No. 2011-86

RESOLUTION NO. 2011-86

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NEWPORT BEACH ADOPTING A MITIGATED NEGATIVE DECLARATION, FINDING TRAFFIC STUDY NO. TS2011-001 IN COMPLIANCE WITH THE TRAFFIC PHASING ORDINANCE, APPROVING GENERAL PLAN AMENDMENT NO. GP2010-009, SITE DEVELOPMENT REVIEW NO. SR2010-001, CONDITIONAL USE PERMIT NO. 2010-024, VARIANCE NO. 2010-004, AND PARCEL MAP NO. 2010-008, FOR A COMMERCIAL DEVELOPMENT PROJECT LOCATED AT 100-300 WEST COAST HIGHWAY (PA2010-114)

THE CITY COUNCIL OF THE CITY OF NEWPORT BEACH HEREBY FINDS AS FOLLOWS:

SECTION 1. STATEMENT OF FACTS.

1. An application was filed by VBAS Corporation, with respect to properties located at 100-300 West Coast Highway, and legally described as Lots 1, 2, 3, 4, 5, and 6 of Tract No. 1210 requesting approval of a General Plan Amendment (GPA) to accommodate the development of a 23,015-square-foot, two-story commercial building and a three-story parking structure. The following applications were requested or required in order to implement the project as proposed:
 - a. An amendment to the Land Use Element of the General Plan to increase the allowable floor area for the project site from 16,518 square feet (0.5 FAR) to a maximum development limit of 23,015 square feet (approx. 0.7 FAR);
 - b. An amendment to the Zoning Map of the Zoning Code to increase the allowable floor area limitation for the project site from 0.3/0.5 FAR to a maximum development limit of 23,015 square feet (approx. 0.7 FAR);
 - c. A site development review to allow the construction of a 23,015-square-foot, two-story building and a three-story parking structure that will exceed the 31-foot base height limit with a maximum height of 40 feet;
 - d. A conditional use permit to allow for the construction of a parking structure adjacent to a residential zoning district, to modify the off-street parking requirements, allow for the use of off-site parking, and to establish a parking management plan for the site;
 - e. A variance to allow the commercial building and parking structure to encroach five feet into the five-foot rear yard setback;
 - f. A parcel map to consolidate six lots into one parcel; and
 - g. A traffic study pursuant to the City's Traffic Phasing Ordinance.

2. The subject property is located within the Commercial General (CG) Zoning District and the General Plan Land Use Element category is Commercial General (CG).
3. The subject property is not located within the coastal zone.
4. A public hearing was held by the Planning Commission on June 23, 2011, in the City Hall Council Chambers, 3300 Newport Boulevard, Newport Beach, California. A notice of time, place and purpose of the meeting was given in accordance with the Newport Beach Municipal Code. Evidence, both written and oral, was presented to, and considered by, the Planning Commission at this meeting.
5. At the June 23, 2011, Planning Commission hearing, the Planning Commission voted unanimously to deny the project without prejudice.
6. On July 1, 2011, the Planning Commission's decision to deny the applicant's request was appealed by City Councilmember Edward Selich. The appeal was filed to allow the City Council an opportunity to review the project since the project sits at the western entry into the Mariner's Mile corridor, which is an area the City is trying to revitalize given the poor condition of the properties.
7. Due to the concerns expressed by the community and the Planning Commission at the June 23, 2011, Planning Commission hearing, the applicant modified the application request by reducing the project gross floor area from 23,015 square feet (approx 0.7 FAR) to 19,905 square feet (approx. 0.6 FAR), increased on-site parking supplies, and eliminating the need for off-site parking.
8. A public hearing was held by the City Council on August 9, 2011, in the City Hall Council Chambers, 3300 Newport Boulevard, Newport Beach, California. A notice of time, place and purpose of the meeting was given in accordance with the Newport Beach Municipal Code. Evidence, both written and oral, was presented to, and considered by, the City Council at this meeting.
9. Pursuant to Section 20.64.030.C, the public hearing was conducted "de novo," meaning that it was a new hearing and the decision being appealed has no force or effect as of the date the call for review was filed.

SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION.

1. An Initial Study and Mitigated Negative Declaration have been prepared in compliance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and City Council Policy K-3.
2. The draft Mitigated Negative Declaration was circulated for a 30-day comment period beginning on April 11, 2011 and ending on May 11, 2011. The contents of the environmental document and comments on the document were considered by the City Council in its review of the proposed project.

3. On the basis of the entire environmental review record, the proposed project, with mitigation measures, will have a less than significant impact upon the environment and there are no known substantial adverse affects on human beings that would be caused. Additionally, there are no long-term environmental goals that would be compromised by the project, nor cumulative impacts anticipated in connection with the project. The mitigation measures identified and incorporated in the Mitigation Monitoring and Reporting Program are feasible and will reduce the potential environmental impacts to a less than significant level.
4. The modifications proposed by the applicant do not constitute "substantial revisions" that would warrant recirculation of the MND pursuant to CEQA Guidelines Section 15073.5.
5. The Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program attached as Exhibit A is hereby adopted. The document and all material, which constitute the record upon which this decision was based, are on file with the Planning Department, City Hall, 3300 Newport Boulevard, Newport Beach, California.
6. The City Council finds that judicial challenges to the City's CEQA determinations and approvals of land use projects are costly and time consuming. In addition, project opponents often seek an award of attorneys' fees in such challenges. As project applicants are the primary beneficiaries of such approvals, it is appropriate that such applicants should bear the expense of defending against any such judicial challenge, and bear the responsibility for any costs, attorneys' fees, and damages which may be awarded to a successful challenger.

SECTION 3. REQUIRED FINDINGS.

1. The project site is located within the Mariner's Mile commercial corridor. The Land Use Element of the General Plan designates the site General Commercial (CG), which is intended to provide for a wide variety of commercial activities primarily oriented to serve citywide or regional needs. The proposed commercial building is consistent with this designation.
2. General Plan Policy LU 3.2 encourages the enhancement of existing neighborhoods, districts, and corridors, by allowing for re-use and infill with uses that are complementary in type, form, scale, and character. The policy states that changes in use and/or density/intensity should be considered only in those areas that are economically underperforming, are necessary to accommodate Newport Beach's share of projected regional population growth, improve the relationship and reduce commuting distance between home and jobs, or enhance the values that distinguish Newport Beach as a special place to live for its residents. The scale of growth and new development shall be coordinated with the provision of adequate infrastructure and public services, including standards for acceptable traffic level of service.

The proposed GPA and companion Code Amendment for increased intensity is consistent with General Plan Policy LU 3.2 as follows:

- a. The General Plan recognizes the Mariner's Mile corridor as a location that needs revitalization.
 - b. The increased intensity would provide an economic stimulus needed to accommodate the redevelopment of six lots into one commercial development.
 - c. As stated in the General Plan, Newport Beach residents desire high quality development and have identified the Mariner's Mile corridor is an area that needs revitalization.
 - d. Redevelopment of the subject property helps implement the goal of revitalizing the corridor and may encourage the redevelopment of other underperforming properties within the Mariner's Mile corridor. The project's high quality and distinctive architectural features, such as the corner tower element and cupola, will serve as a focal point and anchor into the entry into the Mariner's Mile corridor. In addition, the project's landscaping and water feature within the public right-of-way will significantly improve the streetscape in the corridor.
 - e. The traffic impact analysis that was prepared for the project found that the addition of project-related traffic would not have a significant impact at any of the study intersections.
 - f. The project site is served by existing infrastructure and public services. The proposed increase in intensity will not necessitate any expansion of existing infrastructure. The project will extend the transition area from three lanes to two lanes (lane drop extension) on West Coast Highway, which will improve safety of westbound traffic and improve access to the site. The removal of the three existing power poles and undergrounding of the power lines will provide a public benefit.
3. Charter Section 423 requires that all proposed General Plan Amendments be reviewed to determine if the square footage (for non-residential projects), peak hour vehicle trip, or dwelling units thresholds would be exceeded as the means to determine whether a vote by the electorate would be required to approve the General Plan Amendment. Pursuant to Council Policy A-18, voter approval is not required as the proposed General Plan Amendment represents a cumulative increase (including prior amendments) of 3,387 square feet and an increase of 10.16 a.m. and 13.55 p.m. peak hour trips. Therefore, the project and prior amendments do not cumulatively exceed Charter Section 423 thresholds as to require a vote of the electorate
 4. Municipal Code Chapter 15.40 (Traffic Phasing Ordinance, or TPO) requires that a traffic study be prepared and findings be made before building permits may be approved if a proposed project will generate in excess of 300 average daily trips (ADT). For the purposes of preparing the traffic analysis for this project, the originally

proposed 23,015-square-foot commercial building was assumed to include 12,722 square feet of quality restaurant, 7,293 square feet of specialty retail, and 3,000 square feet of medical office. Combined, this land use mix is forecast to generate 1,292 additional trips per day, including 16 additional a.m. peak hour trips and 70 p.m. peak hour trips. This land use mix yields a higher project trip generation than the actual currently proposed land use mix of 9,557 square feet of restaurant, 8,651 square feet of retail, and 1,697 square feet of medical office and, therefore, the traffic analysis prepared for this project is considered to be a conservative as it over-estimates average daily trips. Pursuant to Section 15.04.030.A, the project shall not be approved unless certain findings can be made. The following findings and facts in support of such findings are set forth:

Finding:

- A. *That a traffic study for the project has been prepared in compliance with this chapter and Appendix A.*

Facts in Support of Finding:

- A-1. A traffic study, entitled "Mariner's Pointe Traffic Impact Analysis dated February 17, 2011" was prepared by RBF Consulting under the supervision of the City Traffic Engineer pursuant to the TPO and its implementing guidelines. A total of 12 primary intersections in the City were evaluated.

Finding:

- B. *That based on the eight of the evidence in the administrative record, including the traffic study, one of the findings for approval in subsection (B) can be made:*

15.40.030.B.1 Construction of the project will be completed within 60 months of project approval; and

15.40.030.B.1(a) The project will neither cause nor make an unsatisfactory level of traffic service at any impacted intersection.

Facts in Support of Finding:

- B-1. Construction of the project is anticipated to be completed in 2012. If the project is not completed within sixty (60) months of this approval, preparation of a new traffic study will be required.
- B-2. The traffic study indicates that the project will increase traffic on six of the 12 study intersections by one percent (1%) or more during peak hour periods one year after the completion of the project and, therefore, these six intersections require further Intersection Capacity Utilization (ICU) analysis.

- B-3. Utilizing the ICU analysis specified by the TPO, the traffic study determined that the six primary intersections identified will continue to operate at satisfactory levels of service as defined by the Traffic Phasing Ordinance, and no mitigation is required.
- B-4. Based on the weight of the evidence in the administrative record, including the traffic study, the implementation of the proposed project will neither cause nor make worse an unsatisfactory level of traffic service at any impacted primary intersection within the City of Newport Beach.

Finding:

- C. *That the project proponent has agreed to make or fund the improvements, or make the contributions, that are necessary to make the findings for approval and to comply with all conditions of approval.*

Facts in Support of Finding:

- C-1. Since implementation of the proposed project will neither cause nor make worse an unsatisfactory level of traffic service at any impacted primary intersection within the City of Newport Beach, no improvements or mitigation are necessary.

- 5. The project consists of 19,905 square feet of commercial floor area and requires Site Development Review, and in accordance with Section 20.52.080 of the Newport Beach Municipal Code, the following findings and facts in support of such findings are set forth:

Finding:

- A. *Allowed within the subject zoning district.*

Facts in Support of Finding:

- A-1. A commercial building with retail, office, and restaurant uses is a permitted use pursuant to Section 20.20.020 of the Zoning Code. The specific restaurants will be required to obtain separate minor or conditional use permits prior to occupying the building.

Finding:

- B. *Compliance with this Section [20.52.080], the General Plan, this Zoning Code, any applicable specific plan, and other applicable criteria and policies related to the use or structure.*

Facts in Support of Finding:

- B-1. The proposed commercial building is consistent with the CG General Plan land use designation and CG zoning district. A General Plan Amendment and Zoning Map Amendment are requested to allow the proposed increase in intensity.
- B-2. As required by the Zoning Code, a variance has been requested to allow for the encroachment into the rear setback.
- B-3. Land Use Element Policy LU 6.19.6 requires the implementation of landscape, signage, lighting, sidewalk, pedestrian crossing, and other amenities consistent with the Mariner's Mile Strategic Vision and Design Framework. Applicable to this project would be the landscape, lighting, and signage recommendations within the framework. Project signage has not yet been developed and will be submitted for a subsequent review. The project implements the landscaping requirements of the framework by providing the minimum four-foot-wide planter area with continuous hedge and palms plantings. With regard to lighting, the lighting has been designed to respect the views from above and to prevent any light spillage beyond the perimeter of the structure and to eliminate any sources of glare to the residents and motorists. The framework also includes architectural objectives that focus on responsible and sensitive design, with an emphasis on roofs and roof elements to respond to views from above. The proposed building has been designed with tiled tower elements and clean flat roofs with all mechanical equipment screened from view within an enclosure. The third level of the parking structure has been designed with a partial solid roof that screens the resident's view of vehicles and lighting.

Finding:

- C. *The efficient arrangement of structures on the site and the harmonious relationship of the structures to one another and to other adjacent developments; and whether the relationship is based on standards of good design.*

Facts in Support of Finding:

- C-1. The commercial building is configured in such way to resemble a village of two-story buildings, with various roof heights, connected to parking on each of the two levels.
- C-2. Although the project is requesting an increase in height, the building will not block or significantly obstruct any views of the bay or harbor from the residential homes located on the 40 to 50-foot high hillside above the project site. The residential neighbors will maintain their 180 degree private views, although the cupola feature may project slightly into the view plane toward the Bael Bay Bridge.

- C-3. The roof of the commercial building has been designed to respect the views of the residences above and consists of a combination of flat and sloped roof lines. Roof-top mechanical equipment would be fully enclosed within an equipment enclosure and would not be visible from the residences above. The enclosure will have louver vents directed away from the residential properties.
- C-4. The rear two-thirds of the parking structure would be enclosed and will screen the view of the parked vehicles and parking structure lighting from the residents located above the hillside. The parking structure roof will also provide an additional sound buffer to the residents above.
- C-5. The mechanical equipment enclosure has been located at the rear of the commercial building to minimize the bulk of the building as viewed from West Coast Highway.

Finding:

- D. *The compatibility in terms of bulk, scale, and aesthetic treatment of structures on the site and adjacent developments and public areas.*

Facts in Support of Finding:

- D-1. The building and parking structure includes modulated building masses and rooflines and a variation of building materials and colors that would provide visual relief.
- D-2. To break up the bulk and massing of the parking structure as viewed from West Coast Highway, a 1194-square-foot commercial space has been located on the 1st level of the structure, below the ramp, providing a storefront and retail presence in front the of the structure. A tower element will extend this storefront along the face of the structure.
- D-3. The inclusion of architectural elements such as balconies, tower features, awnings, trellises, ornamental windows and railings, and the variation in building elevations and protrusions would also enhance the visual quality of the buildings and street frontage.
- D-4. The project's architectural style, with the use of stone, tile and glass materials, blends in color and form with some development within Mariner's Mile, will provide a high standard of quality for future neighboring development, and complies with the Mariner's Mile Strategic Vision and Design Framework.
- D-5. The tower and cupola feature, the tallest portion of the building, is located at the southeasterly corner of the site, away from the nearest residential and commercial uses. To minimize the bulk of the parking structure as viewed from West Coast Highway, the parking structure roof has been setback 37 feet 5

inches from the front edge of the structure. A trellis runs along the front of the roof to provide increased screening of the parking structure deck as viewed from above and improving the aesthetics of the parking structure as viewed from West Coast Highway. The height of the parking structure along the front façade is 29 feet 4 inches providing a transition to the commercial properties to the west, with the exception of the two tower elements along the front of the parking structure which break up the massing of the parking structure and adds visual interest through a variation in roof heights.

- D-6. The west elevation of the building has been designed with no openings due to its proximity to the side property line and in anticipation that the commercial site to the west may be redeveloped in the future; however, until such time, the west elevation will be visible from motorist traveling south of West Coast Highway. To soften the appearance of this elevation and break up the mass of the parking structure, large green screens would be installed and separated by columns. Architectural detailing has also been added in the form of stoner veneer, columns and borders around the green screens.
- D-7. The rear elevation of the building and parking structure has also been designed as a flat wall with no openings due to its placement on the rear property line and will range in height from approximately 20 feet to 35 feet from existing grade. However, the homes located on the hillside above are located a minimum of 60 feet away and approximately 40-50 feet above the project's pad elevation with views oriented predominately over the project site towards the bay and harbor, and therefore, will not be significantly impacted by the height and bulk of the structures.

Finding:

- E. *The adequacy, efficiency, and safety of pedestrian and vehicular access, including drive aisles, driveways, and parking and loading spaces.*

Facts in Support of Finding:

- E-1. The project would eliminate one existing driveway access off Dover Drive and would consolidate four existing driveways along West Coast Highway into two driveways. Therefore, the project minimizes the number of driveways along West Cost Highway, thereby reducing potential conflicts and increasing vehicular safety. The lane drop extension of Coast Highway will also enhance the safety of the highway, while providing safe access from the site, as determined by the City Traffic Engineer.
- E-2. The project proves adequate sight distance at each driveway, as determined by the City Traffic.

- E-3. The proposed parking structure has been designed to accommodate and provide safe access for emergency, delivery, and refuse collections vehicles, as determined by the City Traffic.
 - E-4. The project would include enhanced pedestrian walkways that provide access between the various uses and areas within the project site and to the surrounding public sidewalks and uses.
 - E-5. The existing bus stop along the project frontage would be relocated and a new designated "Bus Only" area would be created between the two driveways.
 - E-6. The project results in a total peak parking demand of 149 spaces, which can be entirely provided on site within the 150-space parking structure without any adjustments in parking requirements. In addition, a shared parking analysis prepared from the project indicates that because of the different peak hours of operation of the assumed mix of tenants, not all of the uses within the project will require their full allotment of parking spaces at the same time. The analysis indicates that the total parking required has two separate peaks: 1) one peak during the early afternoon with a total demand for 122 parking spaces at 1:00 p.m.; and 2) a second peak in the early evening with a total demand of 141 parking spaces at 6:00 p.m. Therefore, the project provides a surplus of one parking space based on Code requirements and nine spaces based on the shared parking analysis.
- F. *The adequacy and efficiency of landscaping and open space areas and the use of water efficient plant and irrigation materials.*

Facts in Support of Finding:

- F-1. The project includes the enhanced use of landscaping, including a variation of ornamental groundcover, vines, shrubs, and trees, to help soften and buffer the massing of the parking structure and commercial building from the surrounding areas and roadways.
- F-2. A new water feature design would encompass the southeast corner of the project site.
- F-3. The landscape plan includes the requirements of the Mariner's Mile Strategic Vision and Design Framework, but also incorporates non-invasive and water conserving plant types.
- F-4. The project is subject to the City's Water Efficient Landscape Ordinance (Chapter 14.17 of NBMC).

Finding:

- G. *The protection of significant views from public right(s)-of-way and compliance with Section 20.30.100 (Public View Protection).*

Facts in Support of Finding:

- G-1. The portion of West Coast Highway, on which the project is located, is not a designated coastal view road and is not considered a public view corridor requiring public view protection.

Finding:

- H. *Not detrimental to the harmonious and orderly growth of the City, or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed development.*

Facts in Support of Finding:

- H-1. The project has been conditioned to ensure that potential conflicts with surrounding land uses are minimized to the extent possible to maintain a healthy environment for both businesses and residents.
- H-2. The project's refuse area is located within the first level of the parking garage and will not result in odor impacts to residents above or noise associated with refuse collection.
- H-3. To minimize or eliminate odors associated with the restaurant uses impacting the residents above the site, the project has been conditioned to require the installation of Pollution Control Units with odor eliminators that take the exhaust from the hoods in the kitchens and filter it for particulates and odor.
- H-4. Any illumination of the proposed tower and cupola feature has been conditioned to consist of soft accent lighting so as not to become a visual disturbance to the views of the adjacent residents.
- H-5. The project is subject to the City's Outdoor Lighting requirements contained with Section 20.30.070 of the Zoning Code.
- H-6. The proposed 750-square-foot outdoor dining area located within the public-right-of-away adjacent to Dover will be screened from view of the residents above the hillside and is not anticipated to result in a significant noise disturbance; however, until the specific operation of the restaurants are better known, the project has been conditioned prohibiting this outdoor patio and deferring review until the of the use permit applications for the future restaurant uses are submitted.

6. The project site is located in the Nonresidential, Shoreline Height Limit Area where the height of structures are limited to 26 feet for flat roofs/parapet walls and to 31 feet for sloped roofs with a minimum 3:12 pitch. The height of a structure can be increased up to a maximum of 35 feet for flat roofs/parapet walls and up to 40 feet for sloped roofs, subject to the approval of a Site Development Review. In accordance with Section 20.30.060.C.3 of the Newport Beach Municipal Code, the following findings and facts in support of such findings are set forth:

Finding:

- A. *The project applicant is providing additional project amenities beyond those that are otherwise required.*

Facts in Support of Finding:

- A-1. The most significant amenity the project provides is the long desired redevelopment of this highly visible property that serves as a gateway into the Mariner's Mile corridor. This property is constrained due to its shallow depths and as such has proven difficult to redevelop and as fallen into disrepair. The proposed building exhibits a high level of architectural detail and includes design features that enhance the aesthetics of the building and the area. The most prominent design feature of the building is the octagonal tower and cupola at the southeasterly corner of the site intended to serve as a landmark feature and an anchor into the Mariner's Mile corridor area of the City. The proposed parking structure has been designed to incorporate a variety of materials and features (i.e. stone treatment and hanging vines) and includes vertical recessed openings and a storefront with a vertical tower element to break up the massing and monotony commonly associated with parking structures.
- A-2. The project includes enhanced landscaping of the public right-of-way along the West Coast Highway and Dover Drive. In addition to the continuous hedge and palm trees requirement of the Mariner's Mile Strategic Vision and Design Framework, the landscaping plan incorporates additional ornamental groundcover, vines, shrubs, and trees, to help soften and buffer the massing of the parking structure and commercial building and enhance the streetscape of Mariner's Mile. To further improve the streetscape and improve the entrance into the corridor, the applicant is proposing the installation of 280-square-foot water feature that would encompass the southeast corner of the project site. Water effects are proposed to include a knife-edge water weir falling towards the street at the center, boarded by low walls at each end of the feature. The water feature will also include plant material and a combination of eroded, colored concrete and natural stone.
- A-3. The design and height of the building benefits the residential properties above and to the north by providing noise attenuation from the roadway noise generated from vehicles on West Coast Highway and Dover Drive. As

illustrated in Figure 14 of the MND, a net decrease in roadway noise of up to 9 dBA CNEL is expected as a result of the noise attenuation effect of the new structures.

- A-4. At minimum, City policy requires the applicant to underground their utilities from the nearest power pole, allowing the power poles to remain in place. In this case, the applicant is proposing to completely remove the power poles and underground the power lines around the eastern, southern, and western perimeter of the project site.
- A-5. Another amenity includes the elimination of the existing driveway access off Dover Drive and the consolidation of the existing four driveways along West Coast Highway into two main access driveways. Therefore, the project minimizes the number of driveways along West Coast Highway, ensuring that the desired traffic flow along this major road is maintained and ensuring that the continuity of the street-facing building elevations would not be interrupted. The extension of the lane drop on West Coast Highway also serves to enhance the safety of the highway by extending the length of the merge lane, which providing safe access from the site

Finding:

- B. *The architectural design of the project provides visual interest through the use of light and shadow, recessed planes, vertical elements, and varied roof planes.*

Facts in Support of Finding:

- B-1. The goal of the architectural design is to simulate the appearance of a small Mediterranean village of two-story commercial buildings, resulting in modulated building masses and rooflines. The project consists mainly of flat roofs with heights between 29 feet 4 inches and 32 feet 4 inches. Several vertical elements have been included in the design such as the tower features and elevator/stairwell enclosures which range in height from 35 feet to 40 feet. The main elevator and stairwell enclosure has been integrated into the building façade as a prominent architectural feature and creates a transition between the commercial and parking structure components of the project. To break up the bulk and massing of the parking structure as viewed from West Coast Highway, a 1194-square-foot commercial space has been located on the first level of the structure, below the ramp, providing a storefront and retail presence in front the of the structure. A tower element extends this storefront vertically along the face of the structure.
- B-2. The storefronts on both the upper and lower level will be setback from the edge of the balcony along the street elevation, creating light and shadow effects. Light and shadow will also be created through the extensive use of awnings and recessed openings. The massing of the parking structure is also minimized through the use of vertical opening openings along the street frontage.

Finding:

- C. *The increased height will not result in undesirable or abrupt scale changes or relationships being created between the proposed structure(s) and existing adjacent developments or public spaces. Where appropriate, the proposed structure(s) provide a gradual transition to taller or shorter structures on abutting properties.*

Facts in Support of Finding:

- C-1. The tower and cupola feature, the tallest portion of the building, is located at the southeasterly corner of the site, away from the nearest residential and commercial uses. The height of the project transitions in height from east to west, minimizing the change in scale to the adjacent commercial properties to the west. With the exception of the tower elements and mechanical equipment enclosure, the height of the commercial building is 32 feet 4 inches. To minimize the visual height and bulk of the parking structure as viewed in perspective from West Coast Highway, the partial parking structure roof cover has been setback 37 feet 5 inches from the front edge of the structure. With the exception of the two 37-foot-high tower features, the resulting height of the parking structure along the front façade is 29 feet, 4 inches providing a transition to the commercial properties to the west as viewed from the highway. Although the adjacent commercial property is currently with one-story commercial buildings, the site has the potential to be redeveloped at heights of 31 feet without discretionary approvals.
- C-2. The homes on the residential lots to the north are situated at the top of the hillside that ranges in height from 40-50 feet above the project's pad elevation. The homes are also located a minimum of 60 feet back from the rear property line. These vertical and horizontal separations between the proposed commercial building and the homes at the top of the slope minimize the impact of the proposed structure heights to the adjacent residences.

Finding:

- D. *The structure will have no more floor area than could have been achieved without the approval of the height increase.*

Facts in Support of Finding:

- D-1. The requested increase in floor area does not drive the need for the increased height. The need for the third level of the parking structure is primarily driven by the need to provide parking for the two restaurants that will serve of anchor tenants to the development.

D-2. Even if the project is designed with only the two restaurants at the currently permitted 0.5 FAR, the third level of parking would be needed to accommodate the 105 parking spaces parking anticipated for the restaurant uses. The height of the parking structure could be reduced from 35 feet to 29 feet 4 inches if the roof cover was removed; however, the roof cover provides a benefit to the residents located above the hillside as it shields parking structure lighting and glare, and buffers vehicle noise.

D-3. With regard to the height of the commercial building, the need for height is driven by the need to provide desirable 12-foot-high ceilings for the retail tenants ensuring that these commercial building will remain marketable to tenants. In order to provide 12-foot-high clear ceilings and accommodate space for mechanical systems and fire sprinklers, a total plate height between 14 feet 6 inches and 17 feet 6 inches is necessary. Plate heights within the project utilize a 14-foot-8-inch dimension. It's also important to note that a majority of the structure will maintain a maximum height of 29 feet 4 inches, with the exception for the tower elements, designed to enhance the architecture of the building, and elevator/stairwell enclosures and mechanical equipment enclosure.

7. Pursuant to Sections 20.40.070.B.3 and 20.40.110.B.2 of the Zoning Code, a conditional use permit is required to allow for the construction of a parking structure adjacent to a residential zoning district and to establish a parking management plan. In accordance with Section 20.52.020.F of the Newport Beach Municipal Code, the following findings and facts in support of such findings are set forth:

Finding:

A. *The use is consistent with the General Plan and any applicable specific plan.*

Facts in Support of Finding:

A-1. The commercial building and related uses are consistent with CG General Plan land use designation. The parking structure is considered an accessory use that supports of the commercial uses. Parking structures and the use of valet are commonly associated with restaurant development and compatible with the other commercial uses located in Mariner's Mile.

Finding:

B. *The use is allowed within the applicable zoning district and complies with all other applicable provisions of this Zoning Code and the Municipal Code.*

Facts in Support of Finding:

B-1. The commercial building and related uses are consistent with CG zoning district. The parking structure is considered an accessory use that supports of the commercial uses. Parking structures located adjacent to residential districts

requires review and approval of a conditional use permit to minimize impacts to the residential uses.

Finding:

- C. *The design, location, size, and operating characteristics of the use are compatible with the allowed uses in the vicinity.*

Facts in Support of Finding:

- C-1. The parking structure is proposed to be located at the base of the hillside adjacent to a residential district, where the neighboring residential properties are located along the top of the hillside approximately 40-50 feet above the project's pad elevation. The height of the covered portion of the parking structure is 35 feet at the rear of the property directly adjacent to the residential district. The residential dwellings will remain approximately 22 feet higher in elevation than the surface of the third level parking deck (25 feet, 10 inches) and 12 feet, 6 inches higher in elevation than the top of the parking structure roof. The closest residential dwelling is located approximately 60 feet from the rear property line. These vertical and horizontal separations between the proposed commercial building and the homes provide adequate distance so that the mass and bulk of the parking structure should not negatively impact residents. The rear two-thirds of the parking structure would be enclosed and will screen the view of the parked vehicles and parking structure lighting from the residents located above the hillside. The parking structure roof will also provide an additional sound buffer to the residents above

Finding:

- D. *The site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities.*

Facts in Support of Finding:

- D-1. The project results in a total peak parking demand of 149 spaces, which can now be entirely provided on site within the 150-space parking structure without any adjustments in parking requirements. The applicant's Parking Operational Plan should ensure that employees and patrons are able to park on site.
- D-2. The Parking Operational Plan has been reviewed and approved by the City's Traffic Engineer. Also the Traffic Engineer and Fire Department have reviewed the parking lot design and have determined that the parking lot design will function safely and will not prevent emergency vehicle access to the establishment. Given the design constraints with providing parking in compliance with City standards on such a shallow lot, the proposed parking management plan is a reasonable solution.

Finding:

- E. *Operation of the use at the location proposed would not be detrimental to the harmonious and orderly growth of the City, or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.*

Facts in Support of Finding:

- E-1. Parking structures have the potential to generate noise, such as car-alarms, car horns, car audio systems, people talking, vehicle pass-bys, and engine idling, which have the potential to disturb the adjacent residences. These individual noise sources last for short durations and their occurrences are infrequent; however, they can annoy neighbors. A noise analysis was prepared by The Planning Center as part of the MND to analyze the potential noise impacts associated with the previously proposed uncovered parking structure to the adjacent residents using sound modeling. The analysis concludes that the noise generated from vehicles and service trucks within the first and second level of the structure will be attenuated given that those levels are enclosed. With regard the uncovered third level, the analysis indicates that during the daytime, traffic noise from West Coast Highway and Dover Drive would be audible over the noise generated from the third level. In the evening, noise generated from the third level would be less than the City's 45 dBL Leq exterior noise standard at the residences. In addition, the third level of the parking structure will be reserved for employee and valet parking only, avoiding potential noise disturbances that may be associated with patrons loitering in the parking area after hours. Although noise from the third level of the parking structure is not anticipated to violate the Community Noise Ordinance standards, the applicant has since proposed to partially enclose and cover the rear two-thirds of the parking structure. This roof will have the effect of further attenuating noise generated from vehicles on the third level of the parking structure.
- E-2. The rear two-thirds of the upper parking level will be covered and will shield illumination of the parking structure from view of the resident's above. To illuminate the uncovered portion of the parking structure, light fixtures would be recessed into the southerly and westerly walls with very low light output and shields to eliminate glare from views above. In addition, the project has been conditioned to require a nighttime light inspection to confirm there are no light and glare impacts.
- E-3. The project has been conditioned to require a nighttime light inspection to confirm there are no light and glare impacts.

8. The proposed project encroaches five feet into the rear five-foot-setback adjacent to the residential lots to the north. In accordance with Section 20.52.090 of the Newport Beach Municipal Code, the following findings and facts in support of such findings are set forth:

Finding:

- A. *There are special or unique circumstances or conditions applicable to the subject property (e.g., location, shape, size, surroundings, topography, or other physical features) that do not apply generally to other properties in the vicinity under an identical zoning classification.*

Facts in Support of Finding:

- A-1. The subject property is wide (approx. 340 feet) and shallow (approx. 90 feet avg.). Although many of the lots along the inland side of the Mariner's Mile corridor consist of shallow lots, this property in particular is especially shallow given the acquisition of the property frontage in 1979 to accommodate the Bay Bridge realignment project. The realignment reduced the property depth approximately 27 feet on the westerly end and 47 feet on the easterly end of the property.
- A-2. The subject property is approximately 25 feet shallower than the adjacent properties to the west. The 60 lots on the inland side of West Coast Highway and located between the intersection of Dover Drive and the westerly boundary the Balboa Bay Club are the shallowest commercial lots within Marine's Mile corridor area. Of these 60 lots, only four lots have lot depths less than 100 feet (96.47 at its shallowest end). Over half of these lots consist of lot depths greater than 140 feet. The average lot depth of these 60 lots is approx. 120 feet.

Finding:

- B. *Strict compliance with Zoning Code requirements would deprive the subject property of privileges enjoyed by other properties in the vicinity and under an identical zoning classification.*

Facts in Support of Finding:

- B-1. The reduced lot depths do not accommodate an optimal commercial center site configuration. To design an optimal commercial building, the commercial square footage has been consolidated on the eastern portion of the site as a two-level design in order to accommodate the required on-site parking on the western portion of the site where the lot depth is greater.
- B-2. Due to the shallow lot depths, strict compliance with the rear 5-foot setback would result in a parking structure design that would be substandard to the minimum parking aisle and parking stall requirements resulting in a potentially

hazardous and difficult to access parking structure. Alternatively, the elimination of 49 spaces would be required to accommodate a parking structure that conforms both to setbacks and parking standards, depriving the property owner of the privilege of constructing a parking structure that could be constructed on the other 54 neighboring lots that have deeper lot dimensions.

Finding:

- C. *Granting of the Variance is necessary for the preservation and enjoyment of substantial property rights of the applicant.*

Facts in Support of Finding:

- C-1. The reduced lot depths do not accommodate an optimal commercial center site configuration and in order to maintain a substantial property right of developing the site for commercial use, the elimination of the rear yard setback is required to allow for the development of a parking structure that complies with City standards for vehicular access and parking. The parking structure has been located on the western portion of the site where the lots depths are greater and the commercial building has been located on the eastern half of the site where is the lot depth is narrowest (approx. 85 feet). Without the granting of the variance, the development of a commercial retail building with adequate on-site parking would not be feasible on this wide and shallow site.

Finding:

- D. *Granting of the Variance will not constitute a grant of special privilege inconsistent with the limitations on other properties in the vicinity and in the same zoning district.*

Facts in Support of Finding:

- D-1. Granting of the variance would not constitute a special privilege inconsistent with the limitations upon other properties in the Mariner's Mile corridor as it allows the applicant the ability to develop an optimal commercial center with adequate parking on site as could be developed on adjacent lots with greater lots depths.

Finding:

- E. *Granting of the Variance will not be detrimental to the harmonious and orderly growth of the City, or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood.*

Facts in Support of Finding:

- E-1. Four residential lots abut the project's rear property line; however, these residential properties are located up the hillside approximately 40-50 feet above the project's pad elevation. In addition, the closest residential dwelling is located approximately 60 feet from the rear property line. These vertical and horizontal separations between the proposed commercial building and the homes provide adequate buffer equivalent to or superior to a five-foot rear setback.
- E-2. The five-foot encroachment will not result in a condition where the commercial development will endanger or create a hazard to those persons residing in the dwellings above. In addition, the hillside is heavily landscaped and the applicant has agreed to work with adjacent residential property owners to further landscape the slope to provide increased landscaped screening of the rear of the project.
- E-3. The development includes cutting into the toe of the slope; however, the preliminary geotechnical report indicates that the design and construction of the retaining wall is feasible, subject to the recommendations within the report and in compliance with Building and Grading Codes, and will not undermine the stability of the hillside.

Finding:

- F. *Granting of the Variance will not be in conflict with the intent and purpose of this Section, this Zoning Code, the General Plan, or any applicable specific plan).*

Facts in Support of Finding:

- F-1. Typically commercially zoned properties are not required to maintain rear setbacks, except when located adjacent to residentially zoned properties. The intent is to provide separation for light, air, and open space adjacent to these residential properties. In this case, four residential lots abut the project's rear property line; however, the houses are located on the hillside approximately 40-50 feet above the project's pad elevation. The closest residential dwelling is located approximately 60 feet from the rear property line. These vertical and horizontal separations between the proposed commercial building and the homes provide adequate buffer equivalent to or superior to a five-foot rear setback. Therefore, the five-foot encroachment will not deprive the adjacent residential properties from the adequate enjoyment of light, air, and open space.
9. The property consists of six legal lots, which the applicant is proposing to consolidate into one unified site. The merger of five or more lots requires the approval of a parcel map. In accordance with Section 19.12.060 of the Newport Beach Municipal Code, the following findings and facts in support of such findings are set forth:

Finding:

- A. *That the proposed map and the design or improvements of the subdivision are consistent with the General Plan and any applicable specific plan, and with applicable provisions of the Subdivision Map Act and this Subdivision Code.*

Facts in Support of Finding:

- A-1. The project is consistent with the CG General Plan designation of the site.
- A-2. The Public Works Department has reviewed the proposed tentative map and believes it is consistent with the Newport Beach Subdivision Code (Title 19) and applicable requirements of the Subdivision Map Act.
- A-3. The proposed project accommodates the potential future widening of Coast Highway and all utility lines will be undergrounded.
- A-4. Conditions of approval have been included to ensure compliance with Title 19.

Finding:

- B. *That the site is physically suitable for the type and density of development.*

Facts in Support of Finding:

- B-1. The existing site is entirely developed and does not support any environmental resources.
- B-2. Portions of the development require cuts into the slope on the northern portion of the site. The geologic investigation revealed that the portions of this slope which are not improved by the proposed development may be surficially unstable; however, mitigation measures have been incorporated, as recommended by the site-specific geotechnical investigation that will reduce impacts to a less than significant level.
- B-3. The subject site is located at the intersection of West Coast Highway and Dover Drive and serves as the gateway into the Mariner's Mile commercial corridor of the City. Given its location, this site is ideal for the development of a commercial building.
- B-4. The subject parcel map allows for the consolidation of six shallow lots into one unified site large enough to accommodate a viable commercial development.

Finding:

- C. *That the design of the subdivision or the proposed improvements will not cause substantial environmental damage nor substantially and avoidably injure fish or*

wildlife or their habitat. However, notwithstanding the foregoing, the decision-making body may nevertheless approve such a subdivision if an environmental impact report was prepared for the project and a finding was made pursuant to Section 21081 of the California Environmental Quality Act that specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the environmental impact report.

Facts in Support of Finding:

- C-1. A Mitigated Negative Declaration has been prepared and concludes that no significant environmental impacts will result with proposed development of the site in accordance with the proposed subdivision map.

Finding:

- D. *That the design of the subdivision or the type of improvements is not likely to cause serious public health problems.*

Facts in Support of Finding:

- D-1. The proposed Parcel Map is for the consolidations of six existing commercial lot into one commercial development site. All construction for the project will comply with all Building, Public Works, and Fire Codes, which are in place to prevent serious public health problems. Public improvements will be required of the developer per Section 19.28.010 of the Municipal Code and Section 66411 of the Subdivision Map Act. All ordinances of the City and all Conditions of Approval will be complied with.
- D-2. All mitigation measures will be implemented as outlined in the Mitigated Negative Declaration to ensure the protection of the public health.
- D-3. No evidence is known to exist that would indicate that the planned subdivision pattern will generate any serious public health problems.

Finding:

- E. *That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the decision-making body may approve a map if it finds that alternate easements, for access or for use, will be provided and that these easements will be substantially equivalent to easements previously acquired by the public. This finding shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is hereby granted to the City Council to determine that the public at large has acquired easements for access through or use of property within a subdivision.*

Facts in Support of Finding:

- E-1. The design of the development will not conflict with any easements acquired by the public at large for access through or use of property within the proposed development as there are no public easements that are located on the property.
- E-2. An easement through the site will be retained by the City to sewer and utilities purposes.
- E-3. No other public easements for access through or use of the property have been retained for use by the public at large.

Finding:

- F. *That, subject to the detailed provisions of Section 66474.4 of the Subdivision Map Act, if the land is subject to a contract entered into pursuant to the California Land Conservation Act of 1965 (Williamson Act), the resulting parcels following a subdivision of the land would not be too small to sustain their agricultural use or the subdivision will result in residential development incidental to the commercial agricultural use of the land.*

Facts in Support of Finding:

- F-1. The property is not subject to the Williamson Act since the subject property is not considered an agricultural preserve and is less than 100 acres.

Finding:

- G. *That, in the case of a "land project" as defined in Section 11000.5 of the California Business and Professions Code: (a) there is an adopted specific plan for the area to be included within the land project; and (b) the decision-making body finds that the proposed land project is consistent with the specific plan for the area.*

Facts in Support of Finding:

- G-1. The property is not a "land project" as defined in Section 11000.5 of the California Business and Professions Code.
- G-2. The project is not located within a specific plan area.

Finding:

- H. *That solar access and passive heating and cooling design requirements have been satisfied in accordance with Sections 66473.1 and 66475.3 of the Subdivision Map Act.*

Facts in Support of Finding:

- G-1. The proposed Parcel Map and improvements are subject to Title 24 of the California Building Code that requires new construction to meet minimum heating and cooling efficiency standards depending on location and climate. The Newport Beach Building Department enforces Title 24 compliance through the plan check and inspection process.

Finding:

- I. *That the subdivision is consistent with Section 66412.3 of the Subdivision Map Act and Section 65584 of the California Government Code regarding the City's share of the regional housing need and that it balances the housing needs of the region against the public service needs of the City's residents and available fiscal and environmental resources.*

Facts in Support of Finding:

- I-1. The proposed Parcel Map is consistent with Section 66412.3 of the Subdivision Map Act and Section 65584 of the California Government Code regarding the City's share of the regional housing need. The project does not involve the elimination of residential units and therefore will not affect the City's ability to meet its share of housing needs.
- I-2. Public services are available to serve the proposed development of the site and the Mitigated Negative Declaration prepared for the project indicates that the project's potential environmental impacts are expected to be less than significant.

Finding:

- J. *That the discharge of waste from the proposed subdivision into the existing sewer system will not result in a violation of existing requirements prescribed by the Regional Water Quality Control Board.*

Facts in Support of Finding:

- J-1. Waste discharge into the existing sewer system will be consistent with the existing commercial use of the property and does not violate Regional Water Quality Control Board (RWQCB) requirements.

- J-2. Sewer connections have been conditioned to be installed per City Standards, the applicable provisions of Chapter 14.24 (Sewer Connection, Permits), and the latest revision of the Uniform Plumbing Code.

Finding:

- K. *For subdivisions lying partly or wholly within the Coastal Zone, that the subdivision conforms with the certified Local Coastal Program and, where applicable, with public access and recreation policies of Chapter Three of the Coastal Act.*

Facts in Support of Finding:

- K-1. The subject property is not located in the Coastal Zone.
- K-2. The subject property does not have access to any beaches, shoreline, coastal waters, tidelands, coastal parks or trails.

SECTION 4. DECISION.

NOW, THEREFORE, BE IT RESOLVED:

1. The City Council of the City of Newport Beach does hereby find, on the basis of the whole record, that there is no substantial evidence that the project will have a significant effect on the environment and that the Mitigated Negative Declaration reflects the City Council's independent judgment and analysis. The City Council adopts Mitigated Negative Declaration, including the Mitigation Monitoring and Reporting Program attached as Exhibit "A". The document and all material, which constitute the record upon which this decision was based, are on file with the Planning Department, City Hall, 3300 Newport Boulevard, Newport Beach, California.
2. The City Council of the City of Newport Beach does hereby approve General Plan Amendment No. GP2010-009. Table LU2 and Figure LU9 of the Land Use Element of the General Plan shall be amended as provided in Exhibit "B".
3. The City Council determines that the Project complies with the Traffic Phasing Ordinance, based on the weight of the evidence in the administrative record, including Traffic Study No. TS2011-001.
4. The City Council of the City of Newport Beach does hereby approve Site Development Review No. SR2010-001, Conditional Use Permit No. 2010-024, Variance No. 2010-004, and Parcel Map No. 2010-008, subject to the conditions set forth in Exhibit C.
5. This resolution shall take effect immediately upon adoption.

6. This approval was based on the particulars of the individual case and does not in and of itself or in combination with other approvals in the vicinity or Citywide constitute a precedent for future approvals or decisions.
7. This resolution was approved, passed and adopted at a regular meeting of the City Council of the City of Newport Beach, held on the 9th day of August, 2011.



MAYOR

ATTEST:



CITY CLERK



EXHIBIT "A"

**MARINER'S POINTE PROJECT
MITIGATION MONITORING PROGRAM (SCH# 2011041038)
CITY OF NEWPORT BEACH**

Mitigation Measure	Phase of Implementation	Responsible Monitoring Party	Completion Date/Initials
Biological Resources			
<p>1. The construction contractor shall comply with the Migratory Bird Treaty Act of 1918. The construction contractor shall do one of the following:</p> <ul style="list-style-type: none"> Avoid grading activities during the nesting season, February 14 to September 1; or If grading activities are to be undertaken during the nesting season, a site survey for nesting birds shall be conducted by a qualified biologist prior to no more than three days prior to commencement of grading activities. If nesting birds are found in trees to be removed, removal shall be postponed until the fledglings have vacated the nest or the biologist has determined that the nest has failed. Furthermore, the biologist shall establish an appropriate buffer zone where construction activity may not occur until the fledglings have vacated the nest or the biologist has determined that the nest has failed. If nesting birds are detected in trees being preserved, the biologist shall establish an appropriate buffer zone where construction activity may not occur until the fledglings have vacated the nest or the biologist has determined that the nest has failed. 	During construction	City of Newport Beach Community Development Department	
Cultural Resources			
<p>2. The project applicant shall have a qualified archaeologist conduct a Phase II archaeological investigation and a Phase III investigated if warranted by the Phase II study. The Phase II investigation, including trenching and analysis of any resources found, shall be completed before issuance of a grading permit by the City of Newport Beach. A Phase II archaeological testing program consists of a control subsurface investigation designed to extract a small sample of the subsurface deposits, but a sample large enough to draw a conclusion on the significance of the site (assuming the site is present). If intact features of an archaeological site, such as hearths, living surfaces, or middens, are discovered in the course of the Phase II investigation, then the project applicant shall have the archaeologist:</p> <ul style="list-style-type: none"> Conduct a feasibility investigation to preserve in place, any significant archaeological resource that is discovered. Feasibility can be based on but not limited to whether the significant archaeological 	Prior to issuance of grading permit	City of Newport Beach Community Development Department	

Mitigation Measure	Phase of Implementation	Responsible Monitoring Party	Completion Date/Initials
<p>resource is beneath open space that can incorporate preservation in place. If preservation in place is feasible, such preservation shall be documented with the City's Planning Division, and no further mitigation is necessary;</p> <ul style="list-style-type: none"> If preservation in place is not feasible, the applicant's archaeologist shall conduct a Phase III investigation prior to the issuance of a grading permit. A Phase III consists of extracting a larger sample of the site materials to document the function, age, and components of the site, allowing for interpretation and comparative analysis with respect to the larger area (e.g., occupation within the Newport Bay area). The City's Planning Division shall approve the report and related actions prior to grading permit issuance. 			
<p>3. The Project Applicant shall have a qualified professional archaeologist onsite to monitor for any potential impacts to archaeological or historic resources throughout the duration of any ground disturbing activities. The professional archaeologist shall have the authority to halt any activities adversely impacting potentially significant cultural resources until the resources can be formally evaluated. The archaeologist must have knowledge of both prehistoric and historical archaeology. Additionally, the archaeological monitoring program shall include the presence of a local Native American representative (Gabrielino and/or Juaneno). Resources must be recovered, analyzed in accordance with CEQA guidelines, and curated. Suspension of ground disturbance in the vicinity of the discoveries shall not be lifted until the archaeologist has evaluated discoveries to assess whether they are classified as historical resources or unique archaeological sites, pursuant to CEQA.</p>	During construction	City of Newport Beach Community Development Department	
<p>4. The Project Applicant shall retain a qualified professional paleontologist to monitor for any potential impacts to paleontological resources throughout the duration of ground disturbing activities. In the event paleontological resources are uncovered, the professional paleontologist shall have the authority to halt any activities adversely impacting potentially significant fossil resources until the resources can be formally evaluated. If potentially significant fossils are uncovered they must be recovered, analyzed in accordance with CEQA guidelines, and curated at facilities at the Natural History Museum of Los Angeles County, or other scientific institution accredited for curation and collection of fossil specimens. Suspension of ground disturbances in the vicinity of the discoveries</p>	During construction	City of Newport Beach Community Development Department	

Mitigation Measure	Phase of Implementation	Responsible Monitoring Party	Completion Date/Initials
shall not be lifted until the paleontologist has evaluated the significance of the resources pursuant to CEQA.			

Geology and Soils

5. Prior to issuance of grading permits, a detailed engineering-level geotechnical investigation report shall be prepared and submitted with engineered grading plans to further evaluate expansive soils, soil corrosivity, slope stability, landslide potential, settlement, foundations, grading constraints, and other soil engineering design conditions and to provide site-specific recommendations to address these conditions, if determined necessary. The engineering-level report shall include and address each of the recommendations included in the geotechnical reports prepared by MACTEC (2010a and 2010b) and included as Appendix E. The geotechnical reports shall be prepared and signed/stamped by a Registered Civil Engineer specializing in geotechnical engineering and a Certified Engineering Geologist. Geotechnical rough grading plan review reports shall be prepared in accordance with the City of Newport Beach Grading Ordinance.	Prior to issuance of grading permit	City of Newport Beach Community Development Department	
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Noise

6. The contractor shall properly maintain and tune all construction equipment in accordance with the manufacturer's recommendations to minimize noise emissions.	During construction	City of Newport Beach Community Development Department	
7. Prior to use of any construction equipment, the contractor shall ensure that all equipment is fitted with properly operating mufflers, air intake silencers, and engine shrouds no less effective than as originally equipped by the manufacturer.	During construction	City of Newport Beach Community Development Department	
8. The construction contractor shall locate stationary noise sources (e.g., generators, compressors, staging areas) and material delivery (loading/unloading) areas as far from residences as possible (e.g., eastern portion of the project site).	During construction	City of Newport Beach Community Development Department	
9. The construction contractor shall post a sign, clearly visible onsite, with a contact name and telephone number of construction contractor to respond in the event of a noise complaint.	During construction	City of Newport Beach Community Development Department	

Transportation and Traffic

10. Prior to issuance of a grading permit, the project will be required to develop a Construction Traffic Management Plan that includes the following elements: <ul style="list-style-type: none"> Restrict construction worker and equipment delivery trips to occur outside of the weekday AM and PM peak hours. Identify and establish truck haul routes and restrict haul operations to occur outside of the weekday AM and PM peak hours. 	Prior to issuance of grading permit	City of Newport Beach Public Works Department	
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<i>Mitigation Measure</i>	<i>Phase of Implementation</i>	<i>Responsible Monitoring Party</i>	<i>Completion Date/Initials</i>
<ul style="list-style-type: none"> Provide Traffic Control Plans for detours and temporary road closures (if necessary) that meet the minimum Caltrans, City, and County criteria. 			
<p>11. The applicant shall contact OCTA and coordinate operation of the Coast-Dover bus stop along the project's West Coast Highway frontage during project construction. Mitigation as required to suspend operation, or modify or temporarily relocate the bus stop during project construction activities shall be negotiated with OCTA. The applicant shall provide the plans/mitigation to the City as negotiated with OCTA for review and approval by the City of Newport Beach's Planning Division and Public Works Department prior to issuance of grading permits. The applicant shall provide OCTA with a minimum 14-day advance notice prior to the start of construction activities by contacting either the Detour Coordinator or Field Operations.</p>	Prior to issuance of grading permit	City of Newport Beach Community Development and Public Works Department	

EXHIBIT "B"

Table LU2 Anomaly Locations

<i>Anomaly Number</i>	<i>Statistical Area</i>	<i>Land Use Designation</i>	<i>Development Limit (sf)</i>	<i>Development Limit (Other)</i>	<i>Additional Information</i>
1	L4	MU-H2	460,095	471 Hotel Rooms (not included in total square footage)	
2	L4	MU-H2	1,052,880		
2.1	L4	MU-H2	18,810		11,544 sf restricted to general office use only (included in total square footage)
3	L4	CO-G	734,641		
4	L4	MU-H2	250,176		
5	L4	MU-H2	32,500		
6	L4	MU-H2	46,044		
7	L4	MU-H2	81,372		
8	L4	MU-H2	442,775		
9	L4	CG	120,000	164 Hotel Rooms (included in total square footage)	
10	L4	MU-H2	31,362	349 Hotel Rooms (not included in total square footage)	
11	L4	CG	11,950		
12	L4	MU-H2	457,880		
13	L4	CO-G	288,264		
14	L4	CO-G/MU-H2	860,884		
15	L4	MU-H2	228,214		
16	L4	CO-G	344,231		
17	L4	MU-H2	33,292	304 Hotel Rooms (not included in total square footage)	
18	L4	CG	225,280		
19	L4	CG	228,530		
21	J6	CO-G	687,000		Office: 660,000 sf; Retail: 27,000 sf
		CV		300 Hotel Rooms	
22	J6	CO-G	70,000		Restaurant: 8000 sf, or Office: 70,000 sf
23	K2	PR	15,000		
24	L3	IG	89,624		
25	L3	PI	84,585		
26	L3	IG	33,940		
27	L3	IG	86,000		
28	L3	IG	110,600		
29	L3	CG	47,500		
30	M6	CG	54,000		
31	L2	PR	75,000		
32	L2	PI	34,000		

Table LU2 Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation	Development Limit (sf)	Development Limit (Other)	Additional Information
33	M3	PI	163,680		Administrative Office and Support Facilities: 30,000 sf Community Mausoleum and Garden Crypts: 121,680 sf Family Mausoleums: 12,000 sf
34	L1	CO-R	484,348		
35	L1	CO-R	199,095		
36	L1	CO-R	227,797		
37	L1	CO-R	131,201	2,050 Theater Seats (not included in total square footage)	
38	L1	CO-M	443,627		
39	L1	MU-H3	408,084		
40	L1	MU-H3	1,426,634	425 Hotel Rooms (included in total Square Footage)	
41	L1	CO-R	327,671		
42	L1	CO-R	286,166		
43	L1	CV		611 Hotel Rooms	
44	L1	CR	1,619,525	1,700 Theater Seats (not included in total square footage)	
45	L1	CO-G	162,364		
46	L1	MU-H3/PR	3,725	24 Tennis Courts	Residential permitted in accordance with MU-H3.
47	L1	CG	105,000		
48	L1	MU-H3	337,261		
49	L1	PI	45,208		
50	L1	CG	25,000		
51	K1	PR	20,000		
52	K1	CV		479 Hotel Rooms	
53	K1	PR	567,500		See Settlement Agreement
54	J1	CM	2,000		
55	H3	PI	119,440		
56	A3	PI	1,343,238	990,349 sf Upper Campus 577,889 sf Lower Campus	In no event shall the total combined gross floor area of both campuses exceed the development limit of 1,343,238 sq. ft.
57	Intentionally Blank				
58	J5	PR	20,000		
59	H4	MU-W1	247,402	144 Dwelling Units (included in total square footage)	
60	N	CV	2,660,000	2,150 Hotel Rooms (included in total square footage)	
61	N	CV	125,000		
62	L2	CG	2,300		

Table LU2 Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation	Development Limit (sf)	Development Limit (Other)	Additional Information
63	G1	CN	66,000		
64	M3	CN	74,000		
65	M5	CN	80,000		
66	J2	CN	138,500		
67	D2	PI	20,000		
68	L3	PI	71,150		
69	K2	CN	75,000		
70	D2	RM-D			Parking Structure for Bay Island (No Residential Units)
71	L1	CO-G	11,630		
72	L1	CO-G	8,000		
73	A3	CO-M	350,000		
74	L1	PR	35,000		
75	L1	PF			City Hall, and the administrative offices of the City of Newport Beach, and related parking, pursuant to Section 425 of the City Charter.
76	H1	CO-G		0.5 FAR	1.0 FAR permitted, provided all four legal lots are consolidated into one parcel to provide unified site design
77	H4	CV	240,000	157 Hotel Rooms (included in total square footage)	
78	B5	CM	139,840		
79	H4	CG		03./0.5 FAR	Development limit of 19,905 sq. ft. permitted, provided all six legal lots are consolidated into one parcel to provide unified site design

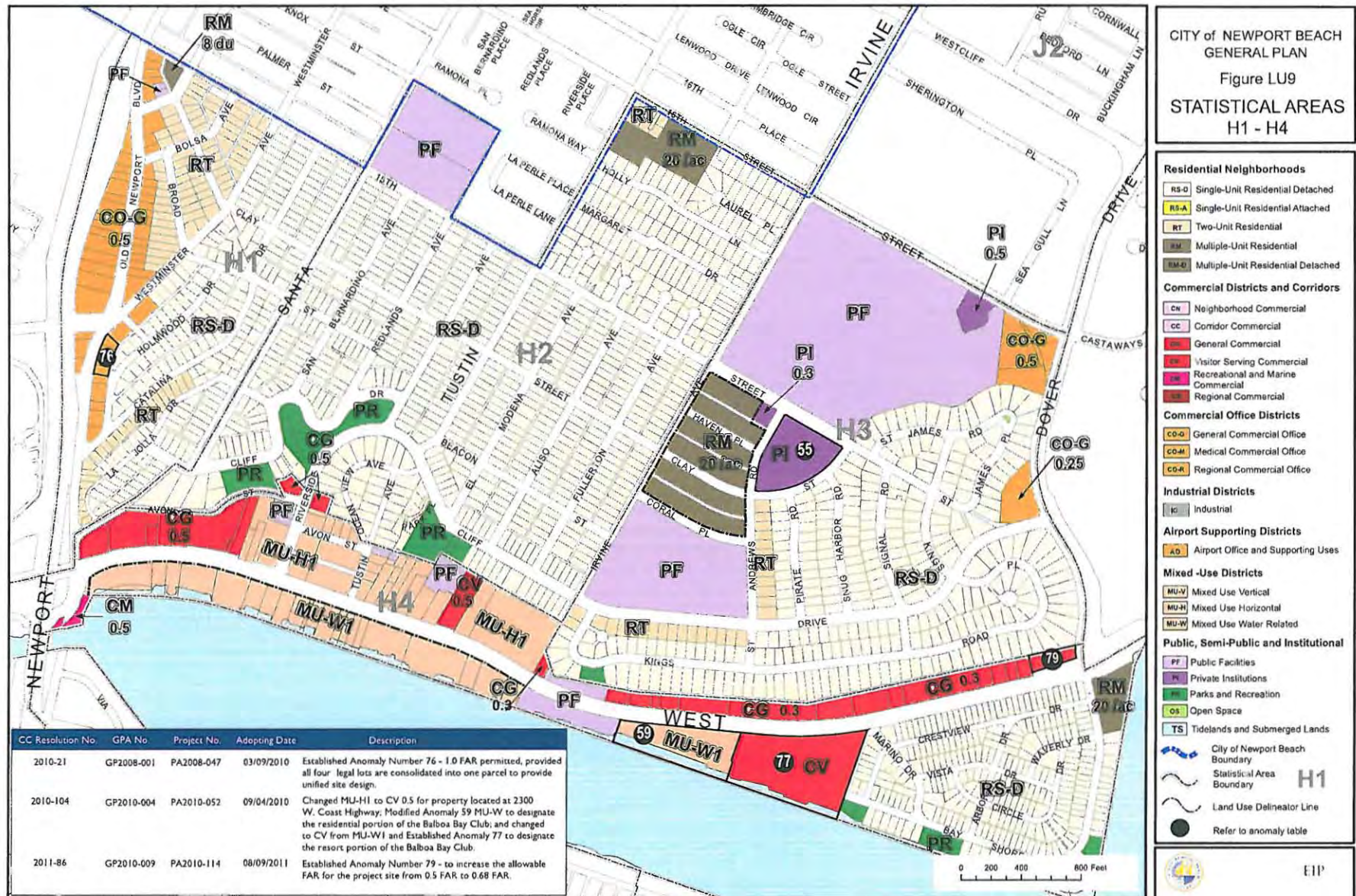


EXHIBIT "C"

CONDITIONS OF APPROVAL (Project-specific conditions are in italics)

PLANNING

1. *The development shall be in substantial conformance with the approved site plan, floor plans, roof plans, conceptual building elevations, and conceptual landscape plans stamped and dated with the date of this approval. (Except as modified by applicable conditions of approval.)*
2. *Site Development Review No. SR2010-001, Conditional Use Permit No. UP2010-024, and Variance No. 2010-004 shall expire unless exercised within 24 months from the date of approval as specified in Section 20.54.060 of the Newport Beach Municipal Code, unless an extension is otherwise granted.*
3. *The outdoor patio and block wall proposed to encroach into the Dover Drive public right-of-way shall be eliminated, unless this conditional use permit is amended or a new conditional use permit is approved in conjunction with an eating and drinking establishment that specifically approves the construction of the outdoor patio and an encroachment or lease agreement is approved by the Public Work's Department.*
4. *Prior to the issuance of building permits, the final building elevations and roof plan of the final architectural plans for the commercial building and parking structure shall be reviewed and approved by the Planning Commission to ensure that the high level of architectural detail and treatments illustrated on the approved conceptual plans is implemented and incorporated into the final construction drawings for building permit issuance. The specific colors and materials (including roof colors and materials), window and door specifications, lighting specifications, and any other information deemed relevant by the Community Development Director shall be submitted to the Planning Commission for review and approval. Any substantial changes to the approved final architectural plans shall require approval by the Planning Commission.*
5. *Flat roof portions of the building shall be constructed to meet "cool roofs" standards for energy efficiency; however, the color and material shall not result in glare as viewed from the residents above. No mechanical equipment shall be permitted on the roof, except within the designated mechanical well and shall not be visible from West Coast Highway or the adjacent residential properties.*
6. *Uses shall be permitted, or conditionally permitted, within the project consistent with the provisions of the Zoning Code, so long as they do not increase the approved traffic generation for the project (TS2011-001).*

7. *Required parking for this project has been determined based on documentation and a number of assumptions, including: 1) the shared parking analysis prepared by LSA Associates, Inc., dated July 22, 2011; 2) a limitation that the maximum Net Public Area (NPA) of eating and drinking uses be limited to 5,210 square feet; and 3) the proposed floor area for eating and drinking uses will be occupied by fine dining establishments with very low turnover with a parking demand of 1 space per 50 square feet of NPA. Any changes to the assumed tenant mix or changes in the type of food use that would increase parking demands may require the preparation of a new shared parking analysis to ensure that adequate parking can be provided on site, and shall be subject to the review and approval of the Community Development Department.*
8. *A total of 150 parking spaces shall be provided on site as illustrated on the approved plans and parking management plan for the project.*
9. *The upper level of the parking structure shall only be used for employee or valet parking, unless an amendment to this Conditional Use Permit and new parking management plan is prepared and approved.*
10. *Any minor changes to the parking management plan shall be reviewed and approved by the Community Development Director and City Traffic Engineer prior to implementation. Significant changes may require an amendment to this Conditional Use Permit.*
11. *Should the applicant propose to alter the location and/or number of vehicular access points, or propose to take vehicular access across the adjacent property located at 320 West Coast Highway, such proposal shall be subject to review and approval by the Community Development Director and the City Traffic Engineer.*
12. *Should this business be sold or otherwise come under different ownership, any future owners or assignees shall be notified in writing of the conditions of this approval by the current owner or leasing company.*
13. *The project is subject to all applicable City ordinances, policies, and standards, unless specifically waived or modified by the conditions of approval.*
14. *The applicant shall comply with all federal, state, and local laws. Material violation of any of those laws in connection with the use may be cause for modification or revocation of Site Development Review No. SR2010-001, Conditional Use Permit No. UP2010-024, and Variance No. 2010-004.*
15. *This approval was based on the particulars of the individual case and does not in and of itself or in combination with other approvals in the vicinity or Citywide constitute a precedent for future approvals or decisions.*
16. *This Conditional Use Permit, Site Development Review, and Variance may be modified or revoked by the City Council or Planning Commission should they determine that the proposed development, uses, and/ or conditions under which it is being operated or maintained is detrimental to the public health, welfare or materially injurious to property or*

improvements in the vicinity or if the property is operated or maintained so as to constitute a public nuisance.

17. *Hours of operations for the uses within the project shall be limited to between 6:00 a.m. and 11:00 p.m. daily, unless otherwise permitted to maintain different hours of operation pursuant to a subsequent Conditional Use Permit.*
18. *All employees are required to park on site, unless otherwise approved by the Community Development Director, and may require an amendment to this Site Development Review and Conditional Use Permit.*
19. *Any change in operational characteristics, hours of operation, expansion in area, or other modification to the approved plans, shall require an amendment to Site Development Review No. SR2010-001, Conditional Use Permit No. UP2010-024, and/or Variance No. 2010-004 or the processing of new permits.*
20. *Prior to the issuance of building permits, the final landscape and irrigation plan, prepared by a licensed landscape architect, shall be reviewed and approved by the Planning Commission to ensure that the landscaping improvements illustrated on the approved conceptual plan are implemented and incorporated into the final construction drawings for building permit issuance. These plans shall include specifications and details for all hardscape, water features, plant materials, planting sizes (including heights, box size, trunk diameters, etc), and growth characteristics. Any substantial changes to the approved final landscape plan shall require approval by the Planning Commission.*
21. *All landscape materials and landscaped areas shall be installed and maintained in accordance with the final landscape plan approved by the Planning Commission per Condition No. 20, including the proposed water feature. All landscaped areas shall be maintained in a healthy and growing condition and shall receive regular pruning, fertilizing, mowing, and trimming. All landscaped areas shall be kept free of weeds and debris. All irrigation systems shall be kept operable, including adjustments, replacements, repairs, and cleaning as part of regular maintenance. These plans shall incorporate drought tolerant plantings and water efficient irrigation practices, and the plans shall be reviewed by the Municipal Operations Department. All planting areas shall be provided with a permanent underground automatic sprinkler irrigation system of a design suitable for the type and arrangement of the plant materials selected. The irrigation system shall be adjustable based upon either a signal from a satellite or an on-site moisture-sensor. Planting areas adjacent to vehicular activity shall be protected by a continuous concrete curb or similar permanent barrier. Landscaping shall be located so as not to impede vehicular sight distance to the satisfaction of the Traffic Engineer.*
22. *Prior to the final of building permits, the applicant shall schedule an inspection by the Code Enforcement Division to confirm that all landscaping was installed in accordance with the approved plan.*
23. *Reclaimed water shall be used whenever available, assuming it is economically feasible.*

24. Water leaving the project site due to over-irrigation of landscape shall be minimized. If an incident such as this is reported, a representative from the Code Enforcement Division shall visit the location, investigate, inform and notice the responsible party, and, as appropriate, cite the responsible party and/or shut off the irrigation water.
25. Watering shall be done during the early morning or evening hours (between 4:00 p.m. and 9:00 a.m.) to minimize evaporation the following morning.
26. All leaks shall be investigated by a representative from the Code Enforcement Division and the property owner or operator shall complete all required repairs.
27. Water shall not be used to clean paved surfaces such as sidewalks, driveways, parking areas, etc. except to alleviate immediate safety or sanitation hazards.
28. *Landscaping and plant selections shall be consistent with the applicable landscaping recommendations set forth by the Mariner's Mile Strategic Vision and Design Framework.*
29. New utility connections shall be placed underground unless the Public Works Department determines that undergrounding the connection is physically infeasible. Appurtenant and associated utility equipment such as transformers, utility vaults, terminal boxes, meter cabinets shall be placed underground unless the Public Works Department determines that undergrounding the appurtenant and associated equipment is physically infeasible. If appurtenant and associated utility equipment cannot be placed underground, the equipment shall be located in the least visible location practical and screened from public view on-site and off-site by fencing or landscaping to the satisfaction of the Community Development Director.
30. *The three existing power poles and overhead power lines shall be removed and the power lines shall be underground.*
31. All ground-mounted equipment including, but not limited to backflow preventers, vents, air handlers, generators, boilers, trash bins, transformers shall be screened from view behind and fully below the top of a screen wall or a solid hedge. Screen walls shall be of same or similar material as adjacent building walls and covered with vines when possible. Chain link fencing with slats is not permitted.
32. *All mechanical equipment shall be screened from view of adjacent properties and adjacent public streets within the mechanical screening equipment enclosure illustrated on the approved plans, and shall be sound attenuated in accordance with Chapter 10.26 of the Newport Beach Municipal Code, Community Noise Control.*
33. All noise generated by the proposed use shall comply with the provisions of Chapter 10.26 and other applicable noise control requirements of the Newport Beach Municipal Code. The maximum noise shall be limited to no more than depicted below for the specified time periods unless the ambient noise level is higher:

Location	Between the hours of 7:00AM and 10:00PM		Between the hours of 10:00PM and 7:00AM	
	Interior	Exterior	Interior	Exterior
Residential Property	45dBA	55dBA	40dBA	50dBA
Residential Property located within 100 feet of a commercial property	45dBA	60dBA	45dBA	50dBA
Mixed Use Property	45dBA	60dBA	45dBA	50dBA
Commercial Property	N/A	65dBA	N/A	60dBA

34. No outside paging system shall be utilized in conjunction with this development.
35. Construction activities shall comply with Section 10.28.040 of the Newport Beach Municipal Code, which restricts hours of noise-generating construction activities that produce noise to between the hours of 7:00 a.m. and 6:30 p.m., Monday through Friday and 8:00 a.m. and 6:00 p.m. on Saturday. Noise-generating construction activities are not allowed on Sundays or Holidays.
36. The operator of the development shall be responsible for the control of noise generated by the subject facility including, but not limited to, noise generated by tenants, patrons, food service operations, and mechanical equipment. All noise generated by the proposed use shall comply with the provisions of Chapter 10.26 and other applicable noise control requirements of the Newport Beach Municipal Code.
37. Prior to the issuance of a building permit, the applicant shall pay any unpaid administrative costs associated with the processing of this application to the Planning Division.
38. *All trash shall be stored within the proposed trash enclosure located within the lower level of the parking structure or other approved enclosure. The trash dumpsters shall have a top, which shall remain closed at all times, except when being loaded or while being collected by the refuse collection agency.*
39. *Food uses shall be required to provide temporary refrigerated trash storage to control odors associated with food wastes, unless otherwise approved by the Community Development Director.*
40. Trash receptacles for patrons shall be conveniently located both inside and outside of the establishment, however, not located on or within any public property or right-of-way.
41. The exterior of the business shall be maintained free of litter and graffiti at all times. The owner or operator shall provide for daily removal of trash, litter debris and graffiti from the premises and on all abutting sidewalks within 20 feet of the premises.
42. The applicant shall ensure that the trash dumpsters and/or receptacles are maintained to control odors. This may include the provision of either fully self-contained dumpsters or periodic steam cleaning of the dumpsters, if deemed necessary by the Planning Division. Cleaning and maintenance of trash dumpsters shall be done in compliance with the

provisions of Title 14, including all future amendments (including Water Quality related requirements).

43. *To minimize conflict within the parking structure, refuse collection and deliveries for the facility utilizing large vehicles shall be allowed between the hours of 6:00 a.m. and 10:00 a.m., daily, unless otherwise approved by the Community Development Director, and may require an amendment to this Site Development Review and Conditional Use Permit.*
44. *Storage outside of the building or the parking structure shall be prohibited.*
45. All proposed signs shall be in conformance with the provision of Chapter 20.42 of the Newport Beach Municipal Code and shall be approved by the City Traffic Engineer if located adjacent to the vehicular ingress and egress.
46. The final location of the signs shall be reviewed by the City Traffic Engineer and shall conform to City Standard 110-L to ensure that adequate sight distance is provided.
47. Lighting shall be in compliance with applicable standards of the Zoning Code. Exterior on-site lighting shall be shielded and confined within site boundaries. No direct rays or glare are permitted to shine onto public streets or adjacent sites or create a public nuisance. "Walpak" type fixtures are not permitted. Parking area lighting shall have zero cut-off fixtures.
48. The site shall not be excessively illuminated based on the outdoor lighting standards contained within Section 20.30.070 of the Zoning Code, or, if in the opinion of the Community Development Director, the illumination creates an unacceptable negative impact on surrounding land uses or environmental resources. The Community Development Director may order the dimming of light sources or other remediation upon finding that the site is excessively illuminated.
49. Prior to the issuance of a building permits, the applicant shall prepare photometric study in conjunction with a final lighting plan for approval by the Planning Division. The survey shall show that lighting values are "1" or less at all property lines.
50. *Any proposed illumination of the cupola and tower features shall consist of soft accent lighting so as not to become a visual disturbance to the views of the adjacent residences*
51. Prior to issuance of the certificate of occupancy or final of building permits, the applicant shall schedule an evening inspection by the Code Enforcement Division to confirm control of all lighting sources.
52. *A covered wash-out area for refuse containers and kitchen equipment, with minimum useable area dimensions of 36-inches wide, 36-inches deep and 72-inches high, shall be provided for all food uses, and the area shall drain directly into the sewer system, unless otherwise approved by the Building Official and Public Works Director in conjunction with the approval of an alternate drainage plan.*

53. Kitchen exhaust fans shall be installed/maintained in accordance with the Uniform Mechanical Code. The issues with regard to the control of smoke and odor shall be directed to the South Coast Air Quality Management District.
54. *The exhaust systems for any food uses shall be installed with pollution control units to filter and control odors.*
55. The construction and equipment staging area shall be located in the least visually prominent area on the site and shall be properly maintained and/or screened to minimize potential unsightly conditions.
56. A six-foot-high screen and security fence shall be placed around the construction site during construction.
57. Construction equipment and materials shall be properly stored on the site when not in use.
58. *To the fullest extent permitted by law, applicant shall indemnify, defend and hold harmless City, its City Council, its boards and commissions, officials, officers, employees, and agents from and against any and all claims, demands, obligations, damages, actions, causes of action, suits, losses, judgments, fines, penalties, liabilities, costs and expenses (including without limitation, attorney's fees, disbursements and court costs) of every kind and nature whatsoever which may arise from or in any manner relate (directly or indirectly) to City's approval of the Mariner's Pointe Project including, but not limited to, the approval of General Plan Amendment No. GP2010-009, Code Amendment No. CA2010-009, Site Development Review No. SR2010-001, Conditional Use Permit No. 2010-024, Variance No. 2010-004, and Parcel Map No. 2010-008; and/or the City's related California Environmental Quality Act determinations, the certification of the Mitigated Negative Declaration and/or the adoption of a Mitigation Monitoring Program for the project. This indemnification shall include, but not be limited to, damages awarded against the City, if any, costs of suit, attorneys' fees, and other expenses incurred in connection with such claim, action, causes of action, suit or proceeding whether incurred by applicant, City, and/or the parties initiating or bringing such proceeding. The applicant shall indemnify the City for all of City's costs, attorneys' fees, and damages which City incurs in enforcing the indemnification provisions set forth in this condition. The applicant shall pay to the City upon demand any amount owed to the City pursuant to the indemnification requirements prescribed in this condition.*

Fire Department Conditions

59. Elevators shall be gurney-accommodating in accordance with Article 30 of the California Building Code (2007 edition).
60. Fire flow shall be provided to the property in accordance with Newport Beach Fire Department Guideline B.01.
61. *Fire sprinklers shall be installed throughout the commercial building and parking structure.*

62. *Fire apparatus access is required onto the property. The first level of the parking structure shall accommodate an inside turning radius of 20 feet and an outside turning radius of 40 feet. A clear ceiling height of 13 feet 6 inches shall be required.*
63. A manual fire alarms system is required that activates the occupant notification system in Group "M" occupancies when the combined occupant load of all floors is 500 or more persons or the Group "M" occupant load is more than 100 persons or below the lowest level of exit discharge.
64. *The proposed fire curtain between the parking structure and the exit corridor shall require activation by a smoke detector, unless deemed unnecessary by the Fire Marshall. A smoke detector in this location may be subject to nuisance alarms from car exhaust, which can result in false alarm fees from the City.*

Building Division Conditions

65. The applicant is required to obtain all applicable permits from the City Building and Fire Departments. The construction plans must comply with the most recent, City-adopted version of the California Building Code. The construction plans must meet all applicable State Disabilities Access requirements.
66. Prior to the issuance of grading permits, a Storm Water Pollution Prevention Plan (SWPPP) and Notice of Intent (NOI) to comply with the General Permit for Construction Activities shall be prepared, submitted to the State Water Quality Control Board for approval and made part of the construction program. The project applicant will provide the City with a copy of the NOI and their application check as proof of filing with the State Water Quality Control Board. This plan will detail measures and practices that will be in effect during construction to minimize the project's impact on water quality.
67. Prior to issuance of grading permits, the applicant shall prepare and submit a Water Quality Management Plan (WQMP) for the proposed project, subject to the approval of the Building Division. The WQMP shall provide appropriate Best Management Practices (BMPs) to ensure that no violations of water quality standards or waste discharge requirements occur.
68. A list of "good house-keeping" practices will be incorporated into the long-term post-construction operation of the site to minimize the likelihood that pollutants will be used, stored or spilled on the site that could impair water quality. These may include frequent parking area vacuum truck sweeping, removal of wastes or spills, limited use of harmful fertilizers or pesticides, and the diversion of storm water away from potential sources of pollution (e.g., trash receptacles and parking structures). The Stage 2 WQMP shall list and describe all structural and non-structural BMPs. In addition, the WQMP must also identify the entity responsible for the long-term inspection, maintenance, and funding for all structural (and if applicable Treatment Control) BMPs.
69. The applicant shall comply with SCAQMD Rule 403 requirements as follows:

Land Clearing/Earth-Moving

- a. Exposed pits (i.e., gravel, soil, dirt) with five percent or greater silt content shall be watered twice daily, enclosed, covered, or treated with non-toxic soil stabilizers according to manufacturers' specifications.
- b. All other active sites shall be watered twice daily.
- c. All grading activities shall cease during second stage smog alerts and periods of high winds (i.e., greater than 25 mph) if soil is being transported to off-site locations and cannot be controlled by watering.
- d. All trucks hauling dirt, sand, soil, or other loose materials off-site shall be covered or wetted or shall maintain at least two feet of freeboard (i.e., minimum vertical distance between the top of the load and the top of the trailer).
- e. Portions of the construction site to remain inactive longer than a period of three months shall be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the City.
- f. All vehicles on the construction site shall travel at speeds less than 15 mph.
- g. All diesel-powered vehicles and equipment shall be properly operated and maintained.
- h. All diesel-powered vehicles and gasoline-powered equipment shall be turned off when not in use for more than five minutes.
- j. The construction contractor shall utilize electric or natural gas-powered equipment instead of gasoline or diesel-powered engines, where feasible.

Paved Roads

- k. All construction roads internal to the construction site that have a traffic volume of more than 50 daily trips by construction equipment, or 150 total daily trips for all vehicles, shall be surfaced with base material or decomposed granite, or shall be paved.
- l. Streets shall be swept hourly if visible soil material has been carried onto adjacent public paved roads.
- m. Construction equipment shall be visually inspected prior to leaving the site and loose dirt shall be washed off with wheel washers as necessary.

Unpaved Staging Areas or Roads

- n. Water or non-toxic soil stabilizers shall be applied, according to manufacturers' specifications, as needed to reduce off-site transport of fugitive dust from all unpaved staging areas and unpaved road surfaces.

Public Works Conditions

71. *The parking layout and circulation shall comply with City Standard STD-805-L-A and STD-805-L-B. The vehicular ramps within the parking garage should be a minimum of 24 feet wide. Ramp slopes shall not exceed 15-percent maximum. The maximum percent change is 11-percent at a minimum of five-foot intervals. The five-foot interval shall continue across the entire ramp. Parallel parking spaces shall be 8 feet wide by 22 feet long.*
72. *Prior to the issuance of a Building Permit, the final parking layout and circulation shall be subject to the review and approval by the City Traffic Engineer.*
73. *Prior to the issuance of a building or grading permit, a final valet operations plan is required to be reviewed and approved by the City Traffic Engineer. Any future changes to the approved valet plan shall be reviewed and approved by the Community Development Director and Traffic Engineer. The applicant shall immediately resolve any valet operational issues that impact the public right-of-way.*
74. *The ceiling height of the first level of the parking structure shall maintain an unobstructed vertical clearance of 14 feet clear.*
75. *Prior to the issue of a building permit, the applicant shall obtain approval from the adjacent property owner for the proposed lane drop extension and sidewalk along West Coast Highway running through the property and shall obtain an easement/dedication for the City for Street and Sidewalk purposes.*
76. *The driveway entrances to West Coast Highway shall be designed to accommodate vehicular sight distance per City Standard STD-110-L. All planting shall be limited to 24 inches in height maximum within the limited use area. Walls or other permanent obstructions shall be limited to 30 inches in height maximum within the limited use area.*
77. *The westerly outbound only driveway shall be narrowed to 20 feet maximum and appropriate signage shall be installed to discourage vehicles from entering the driveway, unless otherwise approved by the City Traffic Engineer.*
78. *The proposed striping changes on West Coast Highway shall be reviewed and approved by Caltrans prior to implementation.*
79. *The water feature and other non-standard improvements within the West Coast Highway right-of-way requires approval from the State Department of Transportation (Caltrans).*

80. *Water feature along Dover Drive shall require the review and approval of a Building Permit and requires an encroachment permit and agreement from the City of Newport Beach Public Work's Department.*
81. All landscaping within the public right-of-way shall be reviewed and approved by the Public Works Department and Municipal Operations Department. An encroachment agreement is required for all planting within the public right-of-way.
82. *No permanent structure shall be permitted within the required 10-foot-wide sewer easement area, unless otherwise approved by the Public Work's Department. The applicant is required to replace the 8-inch sewer main from the manhole located on the property line between 303 and 311 Kings Road and the manhole located on West Coast Highway. Knock-out panels or other improvements approved by the Public Works Department shall be installed along the entire length of the required 10-wide sewer easement. The final design of the parking structure shall take into account the sewer main and shall be subject to further review and approval by the Public Works Department.*
83. *Applicant shall bear all cost (design and construction) of the necessary water system and sewer improvements needed to support the proposed project, including minimum fire flow requirements. The water system improvements may include installation of a regulator and water main extension. The final design shall be reviewed and approved by the Public Works Department.*
84. Prior to issuance of demolition and grading permits, the applicant shall submit a construction management and delivery plan to be reviewed and approved by the Public Works Department. The plan shall include discussion of project phasing, parking arrangements for both sites during construction, and anticipated haul routes. Upon approval of the plan, the applicant shall be responsible for implementing and complying with the stipulations set forth in the approved plan.
85. Traffic control and truck route plans shall be reviewed and approved by the Public Works Department before their implementation. Large construction vehicles shall not be permitted to travel narrow streets as determined by the Public Works Department. Disruption caused by construction work along roadways and by movement of construction vehicles shall be minimized by proper use of traffic control equipment and flagman.

Parcel Map Conditions

86. This Parcel Map shall expire if the map has not been recorded within three years of the date of approval, unless an extension is granted by the Community Development Director in accordance with the provisions of Section 19.16 of the Newport Beach Municipal Code.
87. A parcel Map shall be recorded. The Map shall be prepared on the California coordinate system (NAD88). Prior to recordation of the Map, the surveyor/engineer

preparing the Map shall submit to the County Surveyor and the City of Newport Beach a digital-graphic file of said map in a manner described in Section 7-9-330 and 7-9-337 of the Orange County Subdivision Code and Orange County Subdivision Manual, Subarticle 18. **The Map to be submitted to the City of Newport Beach shall comply with the City's CADD Standards. Scanned images will not be accepted.**

88. Prior to recordation of the parcel map, the surveyor/engineer preparing the map shall tie the boundary of the map into the Horizontal Control System established by the County Surveyor in a manner described in Section s 7-9-330 and 7-9-337 of the Orange County Subdivision Code and Orange County Subdivision Manual, Subarticle 18. Monuments (one inch iron pipe with tag) shall be set On Each Lot Corner unless otherwise approved by the Subdivision Engineer. Monuments shall be protected in place if installed prior to completion of construction project.
89. All improvements shall be constructed as required by Ordinance and the Public Works Department.
90. *The sidewalk, curb and gutter shall be reconstructed along the entire project frontage of West Coast Highway and Dover Drive. The sidewalk shall be a minimum width of 10 feet on West Coast Highway and 12 feet on Dover Drive. Limits of reconstruction are at the discretion of the Public Works inspector.*
91. *All unused driveway approaches along Dover Drive and West Coast Highway shall be replaced with a new driveway plug per City Standards.*
92. All new driveway approaches shall be constructed per City Standard STD-166-L.
93. All existing overhead utilities shall be undergrounded.
94. An encroachment permit is required for all work activities within the public right-of-way.
95. All improvements shall comply with the City's sight distance requirement. See City Standard 110-L.
96. In case of damage done to public improvements surrounding the development site by the private construction, additional reconstruction within the public right-of-way could be required at the discretion of the Public Works Inspector.
97. All on-site drainage shall comply with the latest City Water Quality requirements.
98. All proposed non-standard improvements within the public right of way, are subject to further review and approval by the Public Works Department and requires an encroachment permit and encroachment agreement.
99. *A 10-foot-wide sewer easement shall be provided through the lower level parking garage to accommodate the existing sewer main running through the property and connecting to West Coast Highway.*

100. *The applicant shall dedicate to the City a 20' by 27' area located at the southwest corner of the property to accommodate the new transition on West Coast Highway.*
101. *Relocation of the safety lighting on West Coast Highway requires approval from Caltrans.*

Mitigation Measures

102. *The applicant shall comply with all mitigation measures and standard conditions contained within the approved Mitigation Monitoring and Reporting Program of the adopted Mitigated Negative Declaration (Exhibit A) for the project.*

STATE OF CALIFORNIA }
COUNTY OF ORANGE }
CITY OF NEWPORT BEACH } ss.

I, Leilani I. Brown, City Clerk of the City of Newport Beach, California, do hereby certify that the whole number of members of the City Council is seven; that the foregoing resolution, being Resolution No. 2011-86 was duly and regularly introduced before and adopted by the City Council of said City at a regular meeting of said Council, duly and regularly held on the 9th day of August, 2011, and that the same was so passed and adopted by the following vote, to wit:


Ayes: Hill, Rosansky, Selich, Curry, Mayor Henn

Noes: Gardner, Daigle

Absent: None

Abstain: None

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed the official seal of said City this 10th day of August, 2011.



City Clerk
Newport Beach, California

(Seal)



Attachment No. PC 3

Planning Commission Resolution No.
2012-1878

RESOLUTION NO. 1878

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NEWPORT BEACH APPROVING THE FINAL ARCHITECTURAL AND LANDSCAPING PLANS FOR THE MARINER'S POINTE PROJECT LOCATED AT 100-300 WEST COAST HIGHWAY AND FINDING CHANGES IN DESIGN TO BE IN SUBSTANTIAL CONFORMANCE WITH THE DESIGN APPROVED BY SITE DEVELOPMENT REVIEW SR2010-001 AND USE PERMIT NO. UP2010-024 (PA2010-114)

THE PLANNING COMMISSION OF THE CITY OF NEWPORT BEACH HEREBY FINDS AS FOLLOWS:

SECTION 1. STATEMENT OF FACTS.

1. On August 9, 2011, the City Council adopted Resolution No. 2011-86 approving the Mariner's Pointe project, a 19,905-square-foot commercial building and a three-level parking structure on a 0.76-acre site located 100-300 West Coast Highway, and legally described as Lots 1, 2, 3, 4, 5, and 6 of Tract No. 1210; and
2. In compliance with Condition No. 4 of City Council Resolution No. 2011-86, the applicant, VBAS Corporation, has submitted final architectural plans for review and approval by the Planning Commission; and
3. In compliance with Condition No. 20 of City Council Resolution No. 2011-86, the applicant has submitted final landscaping plans for review and approval by the Planning Commission; and
4. The applicant has proposed revisions to the approved conceptual building design, which include minor increases in height to various tower elements of the parking structure and the addition and expansion of rooftop mechanical equipment enclosures; and
5. A public meeting was held by the Planning Commission on June 7, 2012, in the City Hall Council Chambers, 3300 Newport Boulevard, Newport Beach, California. A notice of time, place and purpose of the meeting was given in accordance with the Newport Beach Municipal Code. Evidence, both written and oral, was presented to, and considered by, the Planning Commission at this meeting; and

SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION.

1. A Mitigated Negative Declaration (SCH No. No. 2011041038) was prepared for the project in accordance with the implementing guidelines of the California Environmental Quality Act (CEQA). The document was made available for public review and comment during a 30-day review period beginning on April 11, 2011, and ending on May 11, 2011, and subsequently approved by the City Council on August 9, 2011. A subsequent mitigated negative declaration for the project is not required to be prepared pursuant to CEQA Guidelines Section 15162 because the proposed

revisions to project design are minor and do not constitute "substantial changes" to the project that would involve new significant environmental effects or result in additional mitigation measures.

SECTION 3. REQUIRED FINDINGS.

1. Pursuant to Condition of Approval No. 4, the Planning Commission must find that the final architectural plans incorporate the architectural elements and high level of detail that were illustrated in the approved conceptual plans. The following facts in support of such finding are set forth:

Facts in Support of Finding:

- A. Although minor adjustments have been made to the building elevations, the proposed final plans implement the principal architectural elements and high level of detail that was illustrated in the approved conceptual plans, including the balconies, tower features, awnings, ornamental windows and railings, cornices and moldings, stone veneer, ornamental lighting fixtures, and variation in building elevations.
- B. To reduce the overall mass of the building and to enhance its visual quality, the design utilizes several vertical and horizontal offsets, includes variation in height through the use of entry and corner tower elements, and utilizes multiple materials and colors.
- C. Additional architectural enhancements have also been added; for example, the openings within the main tower element of the parking structure have been covered with decorative metal screen that will conceal vehicles accessing the parking structure ramps and interior lighting. It also provides an additional layer to the wall plane with accent lighting to increase visual interest.
- D. The final plans also maintain the clean roof design with all mechanical equipment screened from view within equipment enclosures to enhance the aesthetics of the roof as viewed by the residences above. The flat portions of the roof are proposed to be constructed with materials that meet required "cool roofs" standards for energy efficiency, but will be tan in color to reduce glare.
- E. The lighting plans illustrate that all exterior lighting fixtures have been designed, shielded, aimed, or located to shield adjacent properties and to avoid excessive light and glare inconsistent with the project conditions of approval and the outdoor lighting standards of the Zoning Code. The cupola and tower feature located at the southeasterly corner of the building includes accent lighting around its perimeter; however, lighting has been eliminated from the interior and rear of the feature to avoid unnecessary lighting that could impact the residences above.

2. Pursuant to Condition of Approval No. 20, the Planning Commission must find that the final landscaping plans implement the landscaping improvements that were illustrated in the approved conceptual plans. The following facts in support of such finding are set forth:

Facts in Support of Finding:

- A. The approved conceptual landscape plan included extensive decorative paving, a 280-square-foot water feature, and approximately 3,700 square feet of planter area that included a variety of plant materials. Minor revisions have been made to the final landscaping plan, including revised placement of palm trees, increased decorative paving in front of Suite R-104, and an enlarged water feature. Planter area has been reduced to approximately 2,460 square feet due to increased decorative paving and an enlarged water feature area of 598 square feet.
 - B. The plan continues to implement the landscape requirements of the Mariner's Mile Strategic Vision and Design Framework by providing the minimum four-foot-wide planter area with continuous hedge and palms. Despite the reduction in planter area, the plans maintain a variation of ornamental groundcover, vines, shrubs, and trees to help soften and buffer the massing of the parking structure and commercial building from the surrounding areas and roadways
3. Upon completing the structural drawings for the project, a number of revisions needed to be made to the approved conceptual building. Pursuant to Condition of Approval No. 1, the project design changes shall be in substantial conformance with the approved conceptual plans and pursuant to Condition of Approval No. 4, the Planning Commission may approve changes. The following facts in support of such finding are set forth:

Facts in Support of Finding:

- A. The increased height for the three parking structure tower elements continue to comply with the maximum 35-foot height limit for flat roofs and 40-foot height limit for sloping roofs that was approved under Site Development Review No. SR2010-001. These features within the context of the overall design will provide visual interest as vertical elements that help break up the project massing.
- B. The changes in the design of the roof-mounted mechanical equipment screening enclosures are necessary to accommodate the installation of current and future mechanical equipment, including silencers to minimize noise and pollution control units to control odors. Since the equipment will not be under a solid roof, a noise assessment was prepared for the project by Mestre Greve Associates. In addition to the mechanical equipment system, the noise assessment analyzed the cumulative noise that may be generated from the project including the parking structure activity and outdoor dining activity. The results of the assessment verified that with the specific mechanical equipment with silencers, the noise generated will be in compliance with the City's noise standards (NBMC Section 10.26).

- C. To address the loss of the seven on-site parking spaces, when use permit applications are submitted for the future restaurant uses, they will be reviewed to ensure adequate parking is provided based on the proposed net public area.

SECTION 4. DECISION.

NOW, THEREFORE, BE IT RESOLVED:

1. Consistent with Condition Nos. 4 and 20 of City Council Resolution No. 2011-86, the Planning Commission of the City of Newport Beach hereby approves the final architectural and landscaping plans for the Mariner's Pointe project.
2. The Planning Commission finds the proposed revisions to the project design are in substantial conformance with the project approved by Site Development Review No. SR2010-001 and Use Permit No. UP2010-024.
3. This action shall become final and effective fourteen days after the adoption of this Resolution unless within such time an appeal is filed with the City Clerk in accordance with the provisions of Title 20 Planning and Zoning, of the Newport Beach Municipal Code.

PASSED, APPROVED AND ADOPTED THIS 7TH DAY OF JUNE, 2012.


AYES: Ameri, Hillgren, Kramer, and Tucker

NOES: Toerge

ABSTAIN: None

ABSENT: Brown and Myers

BY:


Micheal Toerge, Chairman

BY:


Fred Ameri, Secretary

Attachment No. PC 4

June 7, 2012 Planning Commission
Minutes

ITEM NO. 5 Mariner's Pointe (PA2010-114)
SITE LOCATION: 100 – 300 West Coast Highway

Community Development Director Brandt noted this is not a public hearing but rather is being presented in compliance with conditions of approval on the project. She stated that staff provided public notice to all property owners within 300 feet of the property so that they would have the opportunity to participate in the meeting.

Associate Planner Murillo presented details of the final architectural and landscaping plans for the Mariner's Pointe project which was approved by Council on August 9, 2011. The project is a two-story commercial building and a three-level parking structure on the corner of West Coast Highway and Dover Drive. He provided background information of the previously approved project and noted that the building and parking structures were designed to accommodate restaurant use, retail use and medical office use. He reported that when the Council approved the project, they noted that the project would help revitalize the Mariner's Mile corridor and would establish a new, higher standard of development for the area. He stated that to ensure the proposed architectural and landscape improvements were implemented in the final design, the Council added conditions of approval requiring the Planning Commission to review and approve the final building elevations and roof plan and landscaping improvements. Any substantial changes would also require Planning Commission review.

He noted the Commission has been provided with detailed architectural and landscaping plans as well as other information to assist with the review. He presented details of the overall design, enhanced architectural details and pointed out changes to the design. Mr. Murillo addressed revisions to the building elevation and parking structure, and increases in the height of the proposed towers. He reported on the expansion of the mechanical equipment enclosure over the commercial building and the addition of a new mechanical equipment enclosure over the parking structure. He addressed details of the roof plan, the need to increase the size of the equipment enclosures due to installation of pollution control units and ventilation fans and silencers, mechanical equipment screening, and a noise assessment that was prepared to ensure compliance with the City's noise standards. He addressed colors and materials for the project, and summarized revisions to the final landscape plan including the expansion of the water feature at the corner of the project and expansion of decorative paving. He presented recommendations as stated in the report and noted that a comment letter was received by staff which was distributed to the Commission.

Discussion followed regarding changes in the square footage of the retail components and in parking.

Mr. Murillo reported that the exact land-use mix is unknown and explained that parking requirements were based on a number of assumptions. He also noted that due to the need to add columns to support the increased weight of the roof, the number of spaces within the parking structure has been reduced to 143 parking spaces.

Interested parties were invited to address the Commission on this item.

Todd Stoutenborough, Stoutenborough Architects and Planners, felt the project presents a logical solution to a difficult site. He reported that many of the Commission's suggestions were incorporated into the final drawings and noted the project was well-received by Council. He addressed the elevation of the site and adjacent bluff, original approved concept plan, the commercial building and parking structure design, colors and materials, and design concept of achieving a village look for the project. Mr. Stoutenborough addressed details of changes to building elevations, entry to the parking garage, height of the parking garage, original and revised roof plan, requirement to ventilate the garage, pavers, enhancements in the proposed fountain, additional stone veneer, architectural colors and materials, and metal screens.

Mr. Stoutenborough addressed the function of the parking structure, handicap parking, land use assumptions, noise study and screening for the mechanical equipment.

Eva Verdault and Glen Verdault, property owners, presented a history of her family and addressed their family's ethics and pride. They felt that Mariner's Pointe will be a landmark to the City and bring continual renovation to the area. They addressed installation of underground utilities as well as the re-routing of sewer lines and assured the City, business owners and residents that they have done their utmost to ensure that every aspect of the project will be something loved by everyone.

Jim Mosher, Newport Beach, spoke in opposition of the project including the architectural design and access.

Hal Wagner, Attorney representing Cameron Merae, one of the owners residing on the bluff above the proposed project, presented a written statement to the Commission and addressed the previous denial of the project by the Planning Commission because of impacts to nearby residents and the size of the structure relative to the size of the land. He felt that the proposed changes continue to impact nearby residents including increases in the heights of the towers, the mechanical equipment area and a reduction in landscaping.

Vice Chair Hillgren inquired regarding the location of decreased landscaping and Mr. Murillo reported that the decorative hardscape and the proposed water feature are considered part of the landscaping plan. He noted that the general planting area has decreased while the decorative hardscape was expanded within the parking garage and on the side adjacent to Dover.

Commissioner Tucker noted that the landscaping meets the Mariner's Mile landscaping guidelines.

Mr. Wagner requested that the Commission deny the proposed changes to the approved plan.

Steven James commented on the size of the property and felt that the owners are proposing a building that is far superior to anything currently on Mariner's Mile. He spoke in support of the project noting that the changes only enhance what has already been presented.

Jack Geerling reported he lives on the bluff above the proposed project and expressed concerns regarding elimination of his view by the project. He noted previous denial of the project by the Planning Commission, reported that his neighbors have indicated opposition to the project and addressed the possibility of decreased property values.

Cameron Merae commented in opposition to the project and addressed the proposed mechanical equipment screening and related issues with noise and fumes.

Albert Hanna, Newport Beach, spoke in support of the project and urged the Commission to approve it.

There being no other speakers, Chair Toerge closed the public comments for this item.

Todd Stoutenborough reported working closely with nearby neighbors and stated there are no view impacts or smells in relation to the project. He noted careful attention has been given and addressed the heights of the structures.

Commissioner Tucker reported that the project has been approved by Council and that they imposed conditions on the Planning Commission to review elevations and the landscape plan. He inquired regarding vine pockets along the west elevation and the possibility of planting trees in place of the vines.

Mr. Stoutenborough explained the wall is a four-hour firewall between adjacent properties and that there is no room to plant trees in that area. In response to Commissioner Tucker's inquiry regarding maintenance of the silencer and odor scrubber, Mr. Stoutenborough stated he would agree with the addition of a condition addressing same.

He replied to additional questions from Commissioner Tucker regarding the type of tiles proposed for the roof, the smooth trowel stucco finish, the proposed window mullions and doors and the proposed stone veneer.

Community Development Director Brandt reported that the Planning Commission has been charged with the duty of reviewing and approving the exterior elevation and finishes for the building and that any future tenant wishing to change the approved exterior would require review by the Planning Commission.

Regarding the plaster, Mr. Murillo reported that the notes on the architectural plans match the style shown in the colors and materials board indicating a smooth-coat finish.

Commissioner Kramer addressed the increased height of the tower elements noting that it complies with maximum Code requirements. He noted that the landscaping fits within the Mariner's Mile specifications and commended the applicant for the project stating that it is fitting as an entrance to the area and sorely needed. He indicated he will vote in favor of the project.

Commissioner Ameri expressed concerns with the façade of the parking garage but indicated he will support the project.

Motion made by Vice Chair Hillgren and seconded by Commissioner Kramer.

Commissioner Tucker commended the applicant on the project and commented positively on it.

Chair Toerge inquired regarding the decrease in parking spaces, the specific location of the loss and the number of parking stalls in the original proposal that were off site.

Mr. Murillo presented a comparison between the approved and revised number of parking stalls.

Mr. Stoutenborough reiterated that many of the Planning Commission's suggestions were incorporated into the plan that was presented to the City Council.

Chair Toerge commended the applicant on the quality of material but expressed concerns regarding the amount of development on the site. The project modifications render the project's mass larger than that which was approved by the City Council and eliminates seven parking stalls, which represent 5 percent of the total parking provided. Chair Toerge stated that he would not be in support.

Motion carried (4 – 1), to adopt the draft resolution approving the final architectural and landscaping plans for the project, and find the changes in the design to be in substantial conformance with the project design approved by Site Development Review No. SR2010-001 and Conditional Use Permit No. UP2010-024.

AYES: Ameri, Hillgren, Kramer, and Tucker
NOES: Toerge
ABSTENTIONS: None
ABSENT (Excused): Brown and Myers

~~**ITEM NO. 6** Review of Preliminary Fiscal Year 2012-2013 Capital Improvement Program (PA2007-131)~~

~~This item was heard at the beginning of the agenda as requested by staff.~~

~~**I. STAFF AND COMMISSIONER ITEMS**~~

~~**ITEM NO. 7** Community Development Director's report.~~

Attachment No. PC 5

June 7, 2012 Colored Renderings of
Approved Architectural Plans



View along West Coast Highway

May 17, 2012

Mariner's Pointe

West Coast Highway at Dover
 Newport Beach, CA
 WINSTON'S JEWELERS c/o VBAS Properties, Inc
 18582 Beach Boulevard, Suite 226
 Huntington Beach, CA 92648

STOUTENBOROUGH INC
 Architects and Planners
 420 Alta Vista Way, Suite 100, Laguna Beach, Ca 92651
 T 949 715 3257 | F 949 715 3256 | www.stoutenboroughinc.com



South Elevation



North Elevation

May 17, 2012

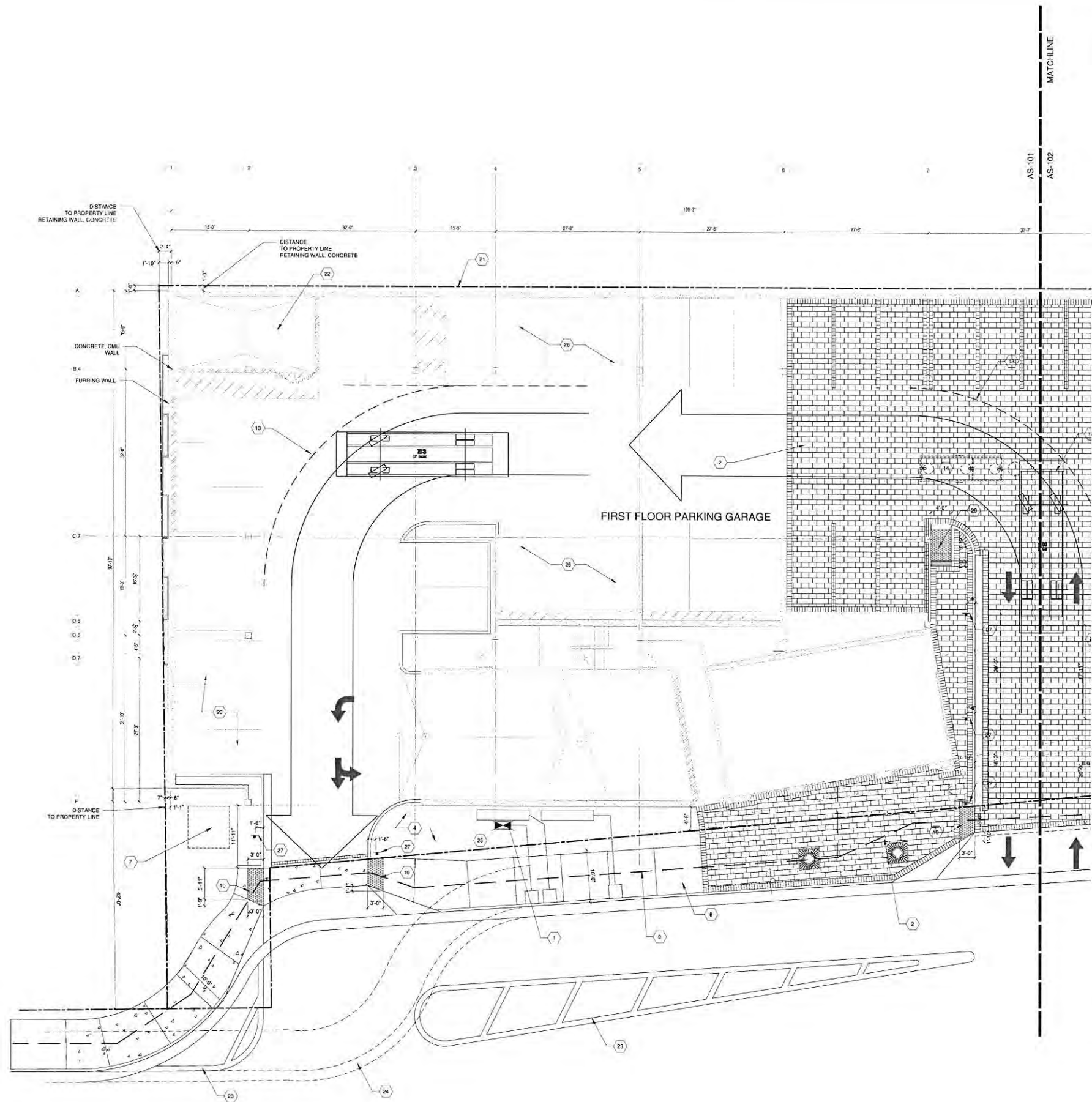
Mariner's Pointe

West Coast Highway at Dover Newport Beach, CA
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STOUTENBOROUGH
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Attachment No. PC 6

June 7, 2012 Final Approved
Architectural Plans (Affected Sheets)



ARCHITECTURAL SITE PLAN
1/8" = 1'-0"

SHEET KEYED NOTES

- 1 SITE UTILITIES ARE, SEE CIVIL AND LANDSCAPE DRAWINGS
- 2 DECORATIVE PAVERS, SEE LANDSCAPE DRAWINGS
- 3 WATER FEATURE, SEE LANDSCAPE DRAWINGS
- 4 PLANTING AREA, SEE LANDSCAPE DRAWINGS
- 5 LANDSCAPED AREA, SEE LANDSCAPE PLANS
- 6 GAS METERS
- 7 TRANSFORMER LOCATION, SEE ELECTRICAL DRAWINGS
- 8 NEW SIDEWALK, SEE CIVIL DRAWINGS
- 9 SITE ACCESSIBLE ROUTE
- 10 36" WIDE TRUNCATED DOMES, SEE AS-501 FOR SPECS
- 11 NOT USED
- 12 DECORATIVE CONCRETE BOLLARD, SEE DETAIL A11A-503A
- 13 FIRE TRUCK TURNING RADIUS FOR APPROXIMATE 33 ENGINE
- 14 GREASE INTERCEPTOR, SEE CIVIL AND PLUMBING DRAWINGS; COORDINATE ACCESS COVERS WITH PAVEMENT INSTALLATION
- 15 CONSTRUCT ACCESSIBLE PARKING PER C3A-503A
- 16 ZERO CURB FACE CONDITION, PROVIDE TRUNCATED DOME PAVERS COMPLYING WITH CBC 1127 B.5.7 FOR 36" DEPTH FROM ZERO CURB, SEE AS-501 FOR SPECS, SEE LANDSCAPE DRAWINGS
- 17 CONSTRUCT ACCESSIBLE CURB RAMP PER 16-GA-01 (SM), SEE CIVIL FOR PRECISE GRADING
- 18 PROPERTY LINE, VERIFY IN FIELD
- 19 PROVIDE MIN. 17" X 22" SIGN WITH MIN. 1" LETTERING, STATING: "UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT IN ACCORDANCE WITH CALIFORNIA VEHICLE CODE, SECTION 22512.1, MAY BE TOWED AWAY AT OWNERS EXPENSE. TOWED VEHICLES MAY BE RECLAIMED BY TELEPHONING THE NEWPORT BEACH POLICE DEPT. 949-444-3867. SEE DETAILS C3A-503A AND A11A-503A.
- 20 PROVIDE POST-MOUNTED SIGN DISPLAYING INTERNATIONAL SYMBOL OF ACCESSIBILITY ROUTE, SEE DETAIL A11-AS-501
- 21 ZERO PROPERTY LINE CONDITION ON NORTH SIDE OF PROJECT (SHOWING WALLS START AT PROPERTY LINE - SEE SHOWING PLANS SUBMITTED UNDER SEPARATE REVIEW - SEE ELEVATIONS AND SECTIONS FOR PROPERTY LINE LOCATION RELATIVE TO BUILDING)
- 22 VENTILATED TRASH ENCLOSURE WITH HOSE BIBBS AND DRAIN, SEE PLUMBING AND MECHANICAL DRAWINGS
- 23 NEW STRIPING ALONG WEST COAST HIGHWAY - SEE CIVIL DRAWINGS
- 24 EXISTING CURB GUTTER AND SIDEWALK TO BE REMOVED - SEE CIVIL DRAWINGS
- 25 SUBSURFACE DRAINAGE STRUCTURE - SEE CIVIL DRAWINGS
- 26 FOR TYPICAL PARKING STALL STRIPING, SEE A8-AS-503A
- 27 FIRE LANE SIGNAGE, POST MOUNTED, SEE DETAIL A2-AS-501
- 28 FIRE LANE SIGNAGE, WALL MOUNTED, SEE DETAIL A2-AS-501, SIGN MOUNTED TO BUILDING FACING DIRECTION OF TRAFFIC TRAVEL NO MORE THAN 24" FROM CURB OR EDGE OF ROAD SURFACE
- 29 CURB RAMP, SEE CIVIL DRAWINGS, SEE TRUNCATED DOMES, AS-501

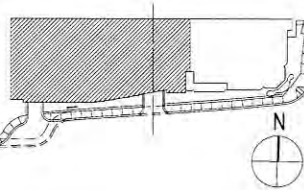
SITE PLAN LEGEND

- PROPERTY LINE
- SITE ACCESSIBLE ROUTE

SITE PLAN NOTES

- 1. EXISTING SITE WITH NO CHANGES SHOWN AS LIGHT SHDED LINE WORK.
- 2. GC TO VERIFY SITE AREA OF DEMOLITION WITH OWNER AND CIVIL ENGINEER. REFERENCE EXISTING SURVEY AND CIVIL DRAWINGS.
- 3. SEE CIVIL DRAWINGS FOR GRADING, UTILITIES, DRAINAGE RELATED DETAILS.
- 4. SEE LANDSCAPE DRAWINGS FOR HARDSCAPE, PLANTING, IRRIGATION AND RELATED DETAILS.
- 5. SEE LIGHTING AND ELECTRICAL DRAWINGS FOR SITE LIGHTING.
- 6. PROVIDE INTERNATIONAL SYMBOL OF ACCESSIBILITY SIGN AT ALL BUILDING/FUTURE SITE ENTRANCES COMPLYING WITH 11178 B.5.2 AND 11073.5. SEE 15-GA-01 FOR TYPICAL PARKING STALL STRIPING, SEE A8-AS-503A

KEY PLAN



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C/O VBAS PROPERTIES, INC.
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MARINER'S POINTE
WEST COAST HIGHWAY AT DOVER
NEWPORT BEACH, CA



03-09-12	INITIAL AGENCY SUBMITTAL
06-04-12	AGENCY REVISION 1
07-20-12	BID SET

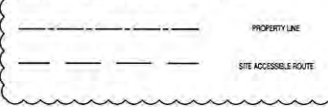
TITLE	
ARCHITECTURAL SITE PLAN	
DATE	07-20-12
SCALE	AS NOTED
PROJECT NO.	10112-005
APPROVED	
SHEET	

AS-101

SHEET KEYED NOTES

- 1 SITE UTILITIES ARE, SEE CIVIL AND LANDSCAPE DRAWINGS
- 2 DECORATIVE PAVERS, SEE LANDSCAPE DRAWINGS
- 3 WATER FEATURE, SEE LANDSCAPE DRAWINGS
- 4 PLANTING AREA, SEE LANDSCAPE DRAWINGS
- 5 LANDSCAPED AREA, SEE LANDSCAPE PLANS
- 6 GAS METERS
- 7 TRANSFORMER LOCATION, SEE ELECTRICAL DRAWINGS
- 8 NEW SIDEWALK, SEE CIVIL DRAWINGS
- 9 SITE ACCESSIBLE ROUTE
- 10 36" WIDE TRUNCATED DOMES, SEE AS 101 FOR SPECS
- 11 NOT USED
- 12 DECORATIVE CONCRETE BOLLARD, SEE DETAIL A114-903A
- 13 FIRE TRUCK TURNING RADIUS FOR APPROXIMATE 33 ENGINE
- 14 GREASE INTERCEPTOR, SEE CIVIL AND PLUMBING DRAWINGS. COORDINATE ACCESS COVER WITH FIFER INSTALLATION
- 15 CONSTRUCT ACCESSIBLE PARKING PER CA 1-903A
- 16 ZERO CURB FACE CONDITION. PROVIDE TRUNCATED DOME PAVERS COMPLYING WITH CBC 1107.6.5.7 FOR 36" DEPTH FROM ZERO CURB. SEE AS 101 FOR SPECS. SEE LANDSCAPE DRAWINGS
- 17 CONSTRUCT ACCESSIBLE CURB RAMP PER 16.6A(2) (SM) (SEE CIVIL FOR PRECISE GRADING)
- 18 PROPERTY LINE. VERIFY IN FIELD
- 19 PROVIDE MIN. 17" X 22" SIGN WITH MIN. 1" LETTERING, STATING: "UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT DISPLAYING DESIGNATED PLACARDS OR LICENSE PLATES ISSUED FOR PERSONS WITH DISABILITIES MAY BE TOWED AWAY AT OWNERS EXPENSE. TOWED VEHICLES MAY BE RECLAIMED BY TELEPHONING THE NEWPORT BEACH POLICE DEPT. 949-644-3681. SEE DETAILS C3 & E3A SNA.
- 20 PROVIDE POST MOUNTED SIGN DISPLAYING INTERNATIONAL SYMBOL OF ACCESSIBILITY ROUTE. SEE DETAIL A11 AS 901
- 21 ZERO PROPERTY LINE CONDITION ON NORTH SIDE OF PROJECT (SHORING WALLS START AT PROPERTY LINE - SEE SHORING PLANS SUBMITTED UNDER SEPARATE REVIEW). SEE ELEVATIONS AND SECTIONS FOR PROPERTY LINE LOCATION RELATIVE TO BUILDING
- 22 VENTILATED TRASH ENCLOSURE WITH HOSE BIBB AND DRAIN. SEE PLUMBING AND MECHANICAL DRAWINGS
- 23 NEW STRIPING ALONG WEST COAST HIGHWAY - SEE CIVIL DRAWINGS
- 24 EXISTING CURB/GUTTER AND SIDEWALK TO BE REMOVED - SEE CIVIL DRAWINGS
- 25 SUBSURFACE DRAINAGE STRUCTURE - SEE CIVIL DRAWINGS
- 26 FOR TYPICAL PARKING STALL STRIPING, SEE A6A SGA
- 27 FIRE LINE SIGNAGE, POST MOUNTED, SEE DETAIL A2 AS 901
- 28 FIRE LINE SIGNAGE, WALL MOUNTED, SEE DETAIL A2 AS 901. SIGN MOUNTED TO BUILDING FACING DIRECTION OF TRAFFIC TRAVEL NO MORE THAN 64" FROM CURB ON EDGE OF ROAD SURFACE
- 29 CURB RAMP, SEE CIVIL DRAWINGS. SEE TRUNCATED DOMES, AS 101.

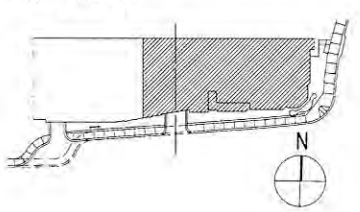
SITE PLAN LEGEND



SITE PLAN NOTES

- 1 EXISTING SITE WITH NO CHANGES SHOWN AS LIGHT SHADED LINE WORK
- 2 GO TO VERIFY SITE AREAS OF DISCREPANCY WITH OWNER AND CIVIL ENGINEER. REFERENCE EXISTING SURVEY AND CIVIL DRAWINGS
- 3 SEE CIVIL DRAWINGS FOR GRADING, UTILITIES, DRAINAGE RELATED DETAILS
- 4 SEE LANDSCAPE DRAWINGS FOR HARDSCAPE, PLANTING, IRRIGATION AND RELATED DETAILS
- 5 SEE LIGHTING AND ELECTRICAL DRAWINGS FOR SITE LIGHTING
- 6 PROVIDE INTERNATIONAL SYMBOL OF ACCESSIBILITY SIGN AT ALL BUILDING/FUTURE SUITE ENTRANCES CORRESPONDING WITH 1107.6.5.1.2 AND 1107.6.5.1.3 SEE 1107.6.5.1.3 FOR TYPICAL PARKING STALL STRIPING, SEE A6A SGA

KEY PLAN



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03-09-12	INITIAL AGENCY SUBMITTAL
06-04-12	AGENCY REVISION 1
07-20-12	BID SET

TITLE

ARCHITECTURAL SITE PLAN

DATE 07-20-12

SCALE AS NOTED

PROJECT NO. 10112-005

APPROVED

SHEET

AS-102

1	SEE ENLARGED PLAN FOR CRITICAL DETAIL AT SEISMIC JOINT COVER THIS LOCATION.
2	WALL FLOOR PENETRATIONS: SEE MECHANICAL DRAWINGS
3	WALL FURRING, SEE ELEVATIONS AND WALL SECTIONS
4	HOSE BIB, SEE PLUMBING DRAWINGS
5	EXTENT OF PAYER SYSTEM, SEE SITE PLAN, STRUCTURAL AND LANDSCAPE DRAWINGS.
6	CMU BLOCKED OPENING THIS SECTION OF WALL, SEE STRUCTURAL DRAWINGS
7	NOT USED
8	DIRECTIONAL ARROWS - DETAIL C/A 502A
9	12" BLOCK WALL, SEE STRUCTURAL. PROVIDE INTERIOR FURRING AND 5/8" GYP BD.
10	ROLL DOWN 1-HR RATED FIRE DOORS, SEE ENLARGED PLANS

11 PROVIDE IF X 6" INTERNATIONAL SYMBOL OF ACCESSIBILITY AT THE MAIN ENTRY DOORS. THE SYMBOL SHALL CONSIST OF A WHITE FIGURE ON A BLUE BACKGROUND EQUAL TO OR GREATER THAN THE FEDERAL STANDARD 1985. SEE EXTERIOR ELEVATIONS FOR LOCATION

12 PHASE I EMERGENCY RECALL OPERATION AND PHASE II EMERGENCY IN-CAR OPERATION IS REQUIRED FOR ALL ELEVATORS.

13 PROVIDE A KEY BOX ENTRY SYSTEM (KNOX-BOX) AND TAMPER SWITCH MONITOR TO EXTERIOR WALL, RIGHT SIDE OF THE MAIN ENTRY DOOR TO MEET ADOA. LOCATE AS INDICATED PER PLANS. KEYS SHALL BE PROVIDED FOR ALL EXTERIOR DOORS. FIRE PROTECTION EQUIPMENT CONTROL, PUMP, MECHANICAL AND ELECTRICAL ROOMS, ELEVATOR CONTROLS AND EQUIPMENT SPACES, ETC.

1-HR MIN. RATED WALL INDICATOR - WITHIN 1/4" LINE VISIBLE PERMANENT TAGGING IS
 1-HR MIN. RATED WALL INDICATOR ALL TYPE ASSEMBLY AND DETAILS. 1-HR RATED WALL SHALL BE EXTENDED TO
 UNDERGROUND (OR CAVE IN)

2-HR RATED WALL INDICATOR - WITHIN 1/4" LINE VISIBLE PERMANENT TAGGING IS
 2-HR RATED WALL INDICATOR ALL TYPE ASSEMBLY AND DETAILS. 2-HR RATED WALL SHALL BE EXTENDED TO
 UNDERGROUND (OR CAVE IN)

NON-RATED WALL - WITHIN 1/4" LINE VISIBLE PERMANENT TAGGING IS
 ARCHITECTURAL WALL FACED WITH TYPE 1 OR 2 CONCRETE OR CMU OR FORMWORK AND FINISHES
 SEE EXTERIOR ELEVATION FOR FINISH

WALL TYPE
 (A), (B), (C) - SEE TYPES BELOW
 S - ACOUSTIC INSULATED WALL
 INDICATES ADDITION OF SOUND BLANKETS
 OR INSULATION PER SPECIFICATIONS

MEMBER SIZES (SEE WALL TYPE DETAIL FOR SPACING)
 1 = 1-1/2" - 1-5/8" STUD OR FURRING
 2 = 2" FURRING OR 2-1/2" STUD
 3 = 3-5/8" STEEL STUD / 3-1/2" WOOD STUD
 6 = 6" STEEL STUD / 5-1/2" WOOD STUD

CMU IS NOMINAL 8" FOR CONCRETE WALLS REFER TO STRUCTURAL DRAWINGS THICKNESS

SEE WALL TAG AND STRUCTURAL DRAWINGS FOR MEMBER SIZE AND SPACING. SEE DETAILS FOR ASSEMBLY AND JOINTS

2-HR RATED WALLS

SEE WALL TAG AND STRUCTURAL DRAWINGS FOR MEMBER SIZE AND SPACING. SEE DETAILS FOR ASSEMBLY AND JOINTS.

NON-RATED WALLS

SEE WALL TAG AND STRUCTURAL DRAWINGS FOR MEMBER SIZE AND SPACING. SEE DETAILS FOR ASSEMBLY AND JOINTS.

WALL TYPE NOTES:

1. ALL RATED WALL PENETRATIONS SHALL COMPLY WITH CBC SECTION 712.2 SEE FLOOR AND WALL PENETRATIONS SCHEDULE C2A-511 AND PENETRATION DETAILS SHEETS A-353 TO A-357. REFER TO MPE FOR DETAILS FOR SEE SECTION 712.2.1
2. ALL WALL ASSEMBLIES SHALL BE EFFECTIVELY FIREBLOCKED AND DRAFTSTOPPED PER CBC SECTION 712.2.1
3. PENETRATORS AS PART OF AN EXIST PASSAGEWAY, SHAFT, ENCLOSURE OR AS INDICATED SHALL EXTEND FROM THE DECK OR SLAB TO THE UNDERSIDE OF THE DECK OR SLAB ABOVE PER CBC SECTION 706.
4. RATED WALLS (OR PARTITIONS) THAT ARE NOT PART OF THOSE ASSEMBLIES INDICATED IN NOTE #2 ABOVE MAY TERMINATE AT THE RATED HORIZONTAL ASSEMBLY PER CBC SECTION 706. THIS DOES NOT APPLY TO STRUCTURAL WALLS. WALLS SHALL BE CONTINUOUSLY PROTECTED FROM FLOOR TO THE DECK ABOVE. SEE DETAILS SHEET A-511 TO A-513 FOR RATED VERTICAL AND HORIZONTAL ASSEMBLIES AND COLUMN BEAM PROTECTIONS.
5. SUBSTITUTE SANKI CLASSLESS FIBERGLASS SHEATHINGS FOR GYP. BD. IN RATED ASSEMBLIES

1. SEE A-400 SERIES SHEETS FOR LARGE-SCALE PLANS
2. SEE ARCHITECTURAL SITE DRAWINGS FOR SPECIAL PAVING
3. REFER TO CIVIL DRAWINGS FOR SLAB AND FINISH FLOOR ELEVATIONS
4. COLUMN AND BEAM 1-HR PROTECTION, SEE DETAILS AS INDICATED ON PLANS
5. SEE ARCHITECTURAL SITE AND LANDSCAPE DRAWINGS, COORDINATE WITH CIVIL DRAWINGS AND THESE PLANS.

DATE	07-20-12
SCALE	AS NOTED
PROJECT NO.	10112-005
APPROVED	
SHEET	

1	CRIPPLE WALL AS REQ'D FOR ROOF FRAMING. SEE STRUCTURAL DRAWINGS AND ARCHITECTURAL SECTIONS
2	NOT USED
3	Rafter BEAMS ON WOOD PLATE OVER FLAT SLAB. SEE STRUCTURAL DRAWINGS AND SECTIONS
4	ELEVATOR OVERRUN DASHED BELOW
5	CLASS A ROOF COVERING SYSTEM (UL 790), JOHNS MANVILLE SINGLE PLY 1700 ML, 0.25 LBS/SF 20 YEAR, MECHANICALLY FASTENED OVER NYNJA ROOF BOARD, COLOR TAN, 1" MIN 24 COMPLANT MEETING COOL ROOF CRITERIA FOR ENERGY EFFICIENCY. *INSTALLATION OF ROOFING SHALL BE IN ACCORDANCE WITH MFRS SPECIFICATIONS.*
6	ROOF ACCESS HATCH, 1-HR RATED. SEE TYPICAL DETAIL AE-A512

7	SLAB OPENING FOR DUCT PENETRATION: SEE MECHANICAL AND STRUCTURAL DRAWINGS
8	FLAT STRUCTURAL CONCRETE ROOF WITH BUILT UP ROOF BOARD TO ACHIEVE INDICATED SLOPE.
9	12" WIDE CONT. SEISMIC SEPARATION - SEE DETAILS AND SECTIONS A-310 TO A-311 AND DETAIL CSA-513
10	PARAPET LADDER WITH PLATFORM. 42" HIGH RAILS EACH SIDE STATION.
11	WALLS DO NOT TOUCH ROOF DECK. OVERFLOW UNDERLATH.
12	CRICKETS AS REQUIRED TO ACHIEVE ROOF SLOPE AS INDICATED. USE MFRS RECOMMENDED MATERIAL AND SPECIFICATION FOR ROOFING SYSTEM AS INDICATED.
13	NOT USED
14	NOT USED

15	NOT USED
16	CLASS A ROOF, TILE ROOFING PER CBC 1505.2
17	ROOF DRAIN AND OVERFLOW TYPICAL. SEE DETAIL A17(M)-515 AND PLUMBING DRAWINGS
18	PREFCAST WALL CAP. SEE SECTION.
19	TYPICAL EQUIPMENT SCREENING PANELS: GRATING TO BE TYPE A-18, 4" HIGH, 2" X 1" BEARING BARS SPACED AT 1-3/16" ON CENTER AND SWAGED CROSS BARS SPACED AT 4" ON CENTER AS PRODUCED BY GRATING PACIFIC, INC., LOS ALAMITOS, CA. ALUMINUM ALLOY 6061-T6 IS TO BE USED IN THE MANUFACTURE OF THE GRATING. \$5 PER SM B21

[illegible]

WALL TYPE
 (A, B, C, D, E) - SEE TYPES BELOW
 1 = ACUSTIC INSULATED WALL
 INDICATES ADDITION OF SOUND BARRIER
 OR INSULATION PER SPECIFICATIONS

MEMBER SIZES (SEE WALL TYPE DETAIL FOR SPACING)
 1 = 1-1/2" x 15-5/8" STUD ON FURRING
 2 = 2" FURRING OR 3-1/2" STUD
 3 = 3-5/8" STEEL STUD / 3-1/2" WOOD STUD
 4 = 6" STEEL STUD / 5-1/2" WOOD STUD

CMU IS NOMINAL 6" FOR CONCRETE WALLS REFER
 TO STRUCTURAL DRAWINGS THICKNESS

SEE WALL TAG AND STRUCTURAL DRAWINGS FOR MEMBER SIZE AND SPACING. SEE DETAILS FOR ASSEMBLY AND JOINTS.

	TYPE	DESCRIPTION	DESIGN	DETAILS		
				ASSEMBLY	JOINTS	
A1		FIRE BARRIER, STEEL STUDS, TYPE X GYP. BD. TO UNDERSIDE OF DECK	UL L465	ASA-511	C/A-517	
A2		FIRE BARRIER, WOOD STUDS, TYPE X GYP. BD. TO UNDERSIDE OF DECK	UL U305	CEA-511	ASA-517	
A3		FIRE BARRIER, WOOD STUDS, TYPE X GYP. BD. SHEATHING CEMENT PLASTER	UL U356	ESA-511	A3/A-517	
A4		FIRE BARRIER, WOOD STUDS, TYPE X GYP. BD. BALCONY FRAMING ABOVE ROOF DECK	UL U305	ESA-511	A3/A-517	
A5		FIRE BARRIER, 8 CMU TO UNDERSIDE OF DECK	UL U505 (2HR)	ESA-511	A3/A-517	
A6		FIRE BARRIER, STEEL STUDS, TYPE X GYP. BD. TO UNDERSIDE OF	UL L436	ASA-518	C/A-517	

SEE WALL TAG AND STRUCTURAL DRAWINGS FOR MEMBER SIZE AND SPACING. SEE DETAILS FOR ASSEMBLY AND JOINTS

	TYPE	DESCRIPTION	DESIGN	DETAILS	
				ASSEMBLY	JOINTS
	B1	WOOD STUDS, TYPE 1X GYP. BD, DENGSLAS W CEMENT PLASTER	UL U371	C5A-511	
	B2	STRUCTURAL CONCRETE SEE STRUCTURAL DWGS.	CBC TABLE 720.1 (2) 4-1.1	D4A-511	SEE STRUCT DWGS.
	B3	CONCRETE MASONRY UNITS (CMU) SEE	UL U905 (2)HR	E5A-511	A3A-517

SEE WALL TAG AND STRUCTURAL DRAWINGS FOR MEMBER SIZE AND SPACING. SEE DETAILS FOR ASSEMBLY AND JOINTS.

TYPE	DESCRIPTION
N1	WOOD STUDS AND SHEATHING PER STRUCTURAL DRAWING GYP. BD. INTERIOR, EXTERIOR FINISH PER ELEVATION INSULATION WHERE INDICATED
N2	STEEL STUDS WITH 1" MIN DEFLECTION TRACK, SIZE PER TAB 5.8" GYP. BD. E.F. INSULATION WHERE INDICATED
N3	NOMINAL 8" CMU WALL, NON-RATED. PROVIDE MINIMUM DEFLECTION AT WALL HEAD. SEE STRUCTURAL DRAWING CMU SPECIFICATIONS.

1. ALL RATED WALL PENETRATIONS SHALL COMPLY WITH CBC SECTION 703.1.1, RATED FLOOR AND CEILING PENETRATIONS SHALL COMPLY WITH CBC SECTION 703.1.2. PENETRATION DETAIL SHEETS S-331 TO S-337, REFER TO MP DRAWINGS FOR SIZE AND LOCATIONS OF ALL PENETRATIONS.
2. ALL WALL ASSEMBLIES SHALL BE EFFECTIVELY FIREBLOCKED AND TOPPED OFF PER CBC SECTION 703.1.1.
3. FIRE BARRIERS AS PART OF AN EXIT PASSAGEWAY, SHAFT, ENCLOSURE OR AS INDICATED ON PLANS SHALL EXTEND FROM THE SLAB TO THE UNDERSIDE OF THE DECK OR SLAB ABOVE PER CBC SECTION 706.
4. RATED WALLS (FIRE PARTITIONS) THAT ARE NOT PART OF THOSE ASSEMBLIES INDICATED IN NOTE #3 ABOVE MAY TERMINATE AT THE PARTITION OR RATED WALL. SUCH TERMINATIONS SHALL NOT APPLY TO STRUCTURAL COLUMNS AS THEY WILL BE CONTINUOUSLY PROTECTED FROM FLOOR TO THE DECK ABOVE.
5. SEE DETAIL SHEET S-511 TO S-513 FOR RATED VERTICAL AND HORIZONTAL ASSEMBLIES AND COLUMN BASE PROTECTIONS.
6. WE MAY SUBSTITUTE 5" DENIGLASS FIREGUARD SHEATHING FOR

1. SEE A-400 SERIES SHEETS FOR LARGE-SCALE PLANS
2. SEE ARCHITECTURAL SITE DRAWINGS FOR SPECIAL PAVING
3. REFER TO CIVIL DRAWINGS FOR SLAB AND FINISH FLOOR ELEV
4. COLUMN AND BEAM 1-HR PROTECTION, SEE DETAILS AS INDIC
5. SEE ARCHITECTURAL SITE AND LANDSCAPE DRAWINGS, COOR

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WEST COAST HIGHWAY AT DOVER
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03-09-12	△	INITIAL AGENCY SUBMITTAL
06-04-12	①	AGENCY REVISION 1
07-20-12	△	BID SET
08-01-12	②	AGENCY REVISION 2

TITLE

GARAGE ROOF

DATE 07.20.12

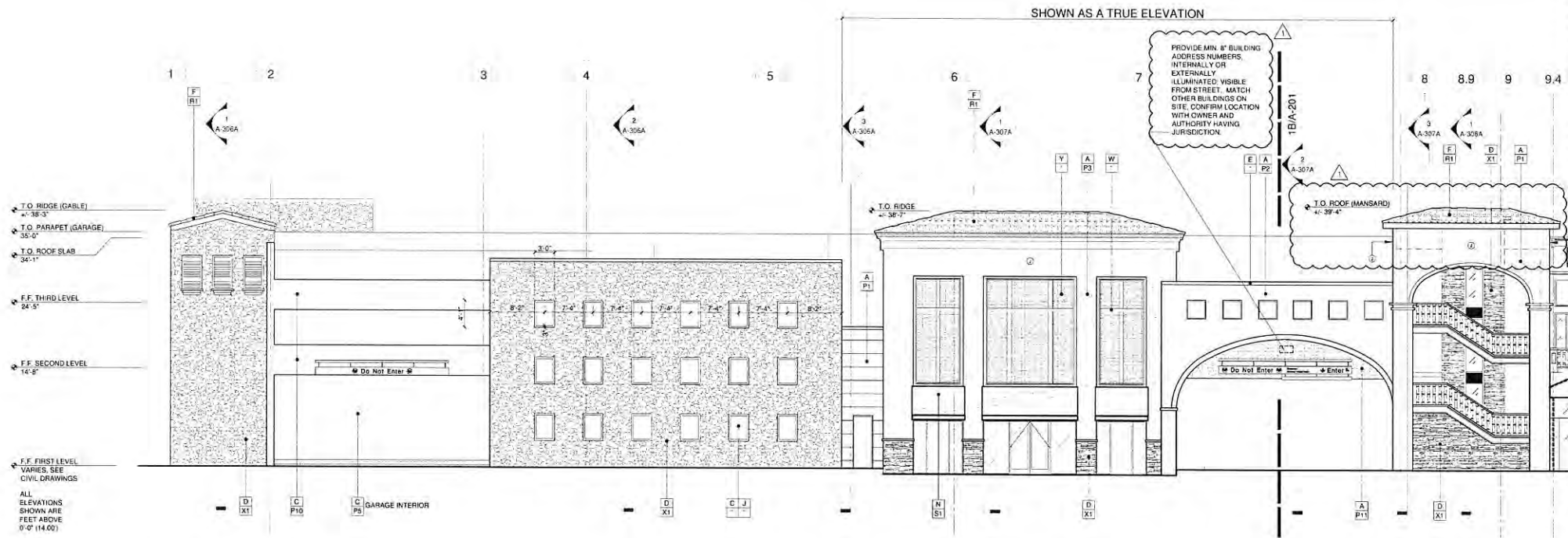
SCALE AS NOTED

PROJECT NO. 10440-000

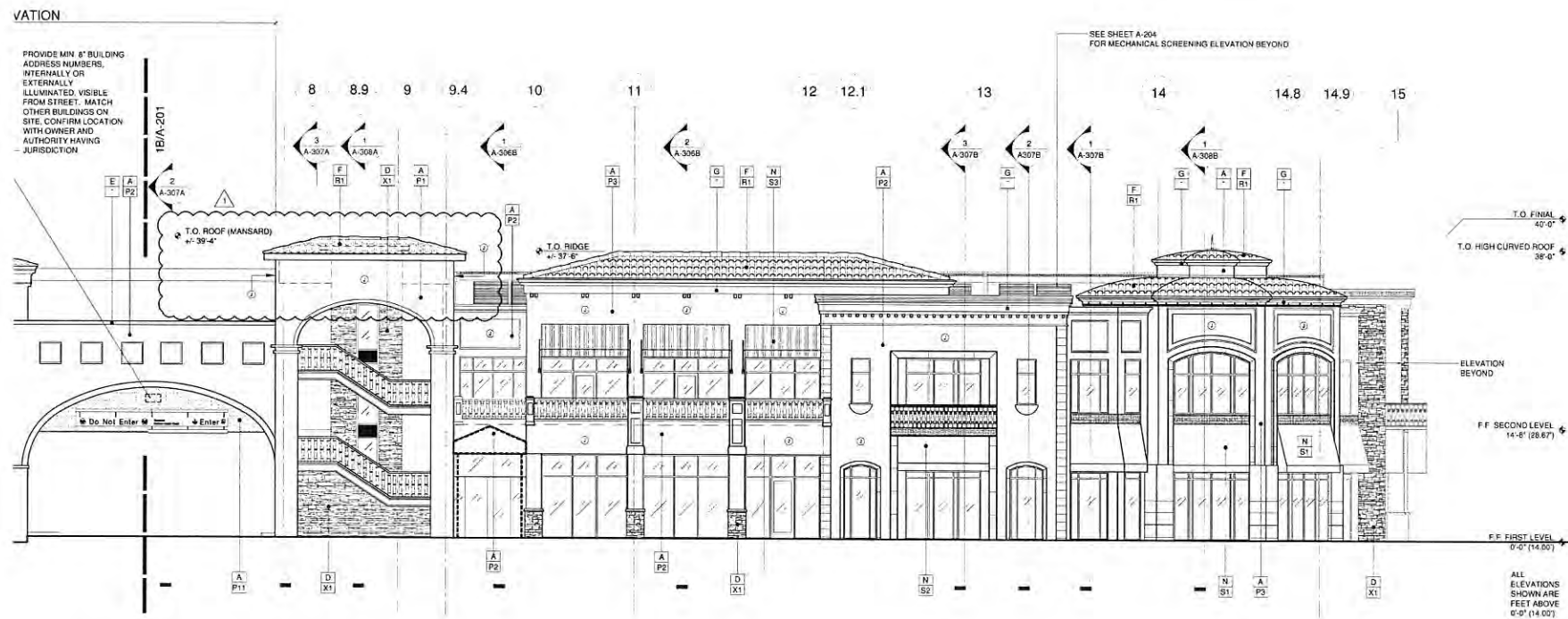
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SHEET

A-104A



1A EXTERIOR ELEVATION - GARAGE SOUTH
1/8" = 1'-0"



1B EXTERIOR ELEVATION - RETAIL SOUTH
1/8" = 1'-0"

EXTERIOR FINISH SCHEDULE MATERIAL / ITEM

- A EXTERIOR CEMENT PLASTER - OMEGA COLORTEK SMOOTH-COAT FINISH
- B EXTERIOR CEMENT PLASTER - OMEGA COLORTEK LIGHT DASH FINISH
- C PAINTED CONCRETE
- D STONE VENEER
- E PRE-CAST CONCRETE - CAP, SURROUND, ETC. SEE DETAILS AS INDICATED
- F CLAY ROOF TILE - 2-PIECE MISSION CLAY TILES, BORAL ROOFING
- G GFRG - MOLDING, PIER, ENTABLATURE, CORNICE, PANEL, BALUSTRADE, ETC. SEE SECTIONS AND DETAILS
- H ALUMINUM STOREFRONT SYSTEM / WINDOW
- J DECORATIVE METAL - SEE DETAILS AS INDICATED
- K DECORATIVE PERGOLA / TRELLIS - SEE DETAILS AS INDICATED
- L DECORATIVE LIGHT FIXTURE
- M DECORATIVE CONTROL JOINT - SEE DETAILS AS INDICATED
- N FABRIC AWNING - BY OTHERS, GC TO PROVIDE SUPPORTS
- P DOOR(S) PER SCHEDULE
- R PRE-FINISHED METAL COPING / TRIM / FASCIA
- S NOT USED
- T WOOD - FRAMING, MOLDING, TRIM, FASCIA ETC. SEE DETAILS AND SECTIONS
- W EPS MOLDING, TRIM WITH SMOOTH FINISH CEMENT PLASTER. SEE DETAILS AND SECTIONS
- X METAL LOUVER(S) SEE DETAILS AND SECTIONS
- Y GREEN GLASS (DOUBLE PANE) MYLAR IN-BETWEEN W/ METAL GRILLE AND BACK LIGHT. SEE DETAILS
- Z TPO ROOFING PER SPECS AND PLAN. COLOR TAN

COLOR / FINISH

- P1 PLASTER COLOR: 52 PEARL GREY
- P2 PLASTER COLOR: 15 BIRCH WHITE
- P3 PLASTER COLOR: 432 MILKY QUARTZ
- P4 PAINT COLOR: VISTA PAINT OW 157
- P5 PAINT COLOR: VISTA PAINT OW 158
- P6 PAINT COLOR: VISTA PAINT OW 159
- P7 PAINT COLOR: VISTA PAINT OW 160
- P8 PAINT COLOR: VISTA PAINT 8555 TENDER TAN
- P9 PAINT COLOR: VISTA PAINT 8554 HERITAGE HILL
- P10 PAINT COLOR: VISTA PAINT 8552 SWISS CREAM
- P11 PAINT COLOR: VISTA PAINT 8550 DIG IT
- M1 ALUMINUM COLOR: ARCADIA STANDARD COLOR BRONZE
- M2 PPG CAP: UC106718XL DURANAR XL COPPER CANYON
- R1 BORAL ROOFING: CRRG ID# 0908-0027 RUSTIC CARMEL
- S1 ABBOTT INDUSTRIES: CANVAS, RED #4699: SEE NOTE #1
- S2 ABBOTT INDUSTRIES: CANVAS, GREEN #4671: SEE NOTE #1
- S3 ABBOTT INDUSTRIES: CANVAS, STRIPED #4669: SEE NOTE #1 (COORDINATING)
- X1 HARVEST ALTURA MIX - RANDOM SPLIT NATURAL STONE 1-1/4" THICK (+/- 1/2") MAX SIZE 10" X 18" STONES. 15 LBS/5 WEIGHT. ADHERE OVER LATHE AND TYPE 'S' MORTAR

EXTERIOR ELEVATION NOTES

- EXTERIOR CANOPY MATERIAL, CANOPIES SHALL BE CONSTRUCTED OF A RIGID FRAMEWORK WITH AN APPROVED COVERING THAT MEETS THE FIRE PROPAGATION PERFORMANCE CRITERIA OF NFPA 701 OR HAS A FLAME SPREAD INDEX NOT GREATER THAN 25 WHEN TESTED IN ACCORDANCE WITH ASTM E 84 OR UL 723. PROVIDE A CERTIFICATE FROM THE MANUFACTURER OF THE AWNINGS SHOWING THAT THE FLAME SPREAD RATING COMPLIES WITH C.B.C. 3105.4
- HW DOORS AND FRAMES TO MATCH COLOR OF ADJACENT WALL SURFACE. U.N.O.
- EXTERIOR FINISHES SHOWN CAN BE ASSUMED TO WRAP AROUND ELEMENT INDICATED ON SIDES AND OPPOSITE SIDE UNLESS OTHERWISE NOTED
- CONTRACTOR SHALL VERIFY ALL EXTERIOR MATERIALS, COLORS, AND FINISHES WITH THE ARCHITECT. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT FOR CLARIFICATION
- COLORS SHALL BE SELECTED BY THE ARCHITECT FROM MFR'S STANDARD COLORS. FINISHES ARE ALSO REQUIRED AT PORTIONS OF INSIDE FACE OF PARAPETS EXPOSED TO PUBLIC VIEW. J BOX FOR EXTERIOR SIGNAGE. SEE ELECTRICAL DRAWINGS.

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MARINER'S POINTE

WEST COAST HIGHWAY AT DOVER
NEWPORT BEACH, CA



03-09-12	INITIAL AGENCY SUBMITTAL
06-04-12	AGENCY REVISION 1
07-20-12	BID SET

TITLE

EXTERIOR ELEVATIONS

DATE 07-20-12

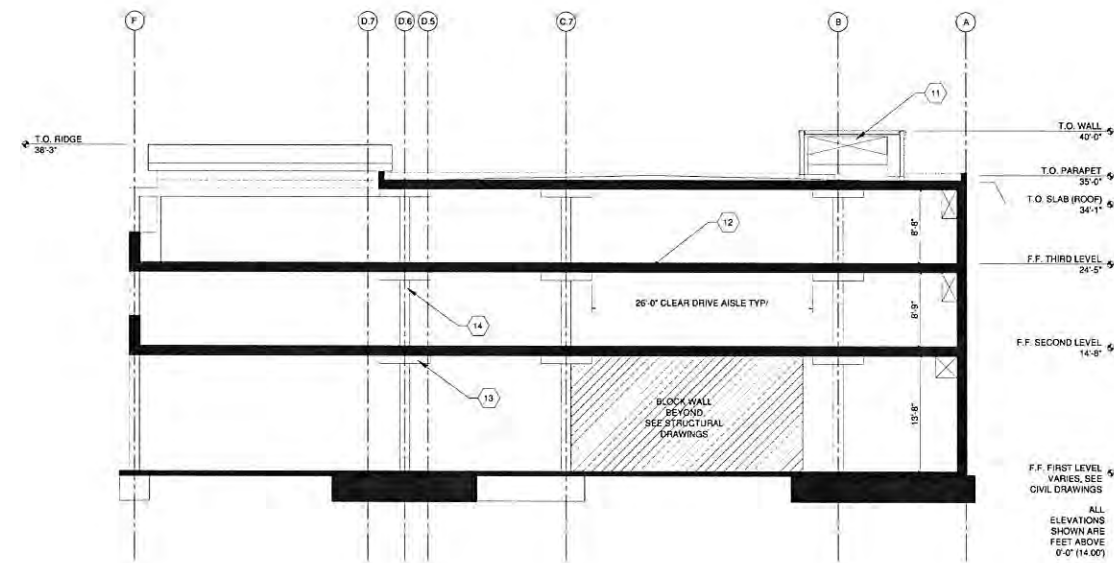
SCALE AS NOTED

PROJECT NO. 10112-005

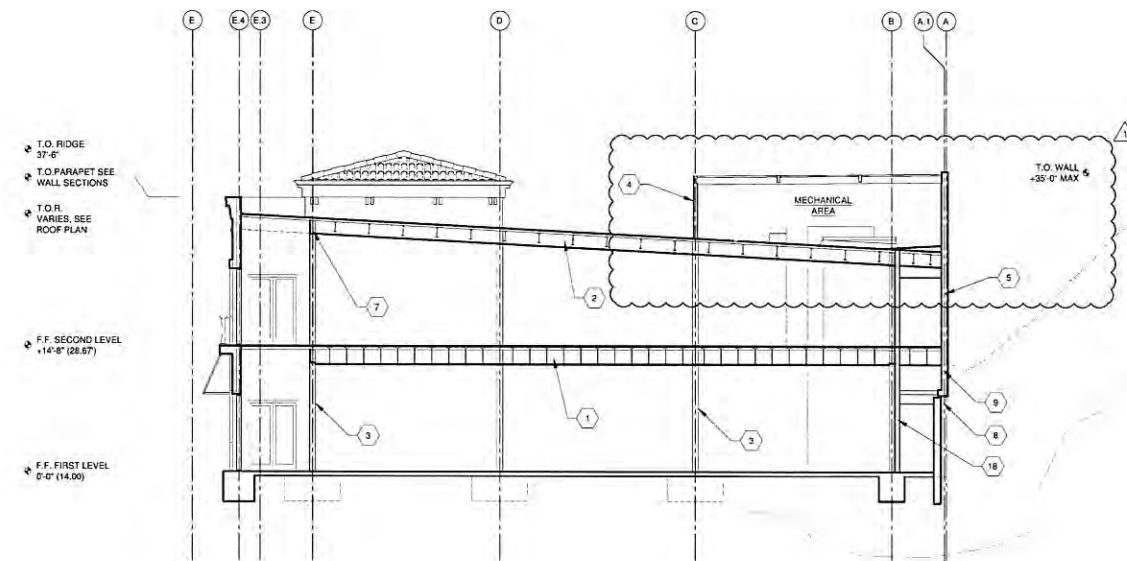
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SHEET

A-201



1 BUILDING SECTION - GARAGE
1/8" = 1'-0"



2 BUILDING SECTION - RETAIL
1/8" = 1'-0"

SHEET KEYED NOTES

- 1 1-HR RATED FLOOR / CEILING ASSEMBLY. SEE FIRE RATED ASSEMBLY DETAIL A1 / A-511.
- 2 1-HR RATED ROOF / CEILING ASSEMBLY. SEE FIRE RATED ASSEMBLY DETAIL B1 / A-511.
- 3 1-HR FIRE PROTECTION OF ALL STRUCTURAL COLUMNS. SEE FIRE RATED ASSEMBLY DETAIL A-511.
- 4 MECHANICAL SCREENING. SEE 1A-204 FOR ELEVATION.
- 5 2-HR RATED EXTERIOR WALL. SEE PLAN WALL TAGS AND WALL ASSEMBLY DETAIL C3 / A-511.
- 6 1-HR RATED ROOF. SEE RATED ASSEMBLY DETAIL B1 / A-511 AND ROOF PLAN FOR ROOFING SPECIFICATION.
- 7 1-HR RATED PROTECTION OF ALL BEAMS. SEE FIRE RATED ASSEMBLY DETAIL A-512.
- 8 RETAINING WALL. SEE CIVIL AND STRUCTURAL DRAWINGS.
- 9 GAP BETWEEN FRAMED WALL AND RETAINING WALL TOP. SEE WALL SECTIONS, EXTERIOR ELEVATIONS AND C1 / A-511.
- 10 1-HR RATED VERTICAL SHAFT. SEE PLANS AND MECHANICAL DRAWINGS.
- 11 GARAGE EXHAUST DUCT ENCLOSURE. SEE ROOF PLAN, ELEVATIONS AND DETAILS.
- 12 GARAGE FLOOR STRUCTURAL CONCRETE POST TENSIONED SLAB. SEE STRUCTURAL DRAWINGS.
- 13 TYPICAL COLUMN DROP PANEL. SEE PLANS AND STRUCTURAL DRAWINGS. MUST NOT ENCRoACH DRIVE AISLE REQ'D HEIGHTS.
- 14 STRUCTURAL CONCRETE COLUMN.
- 15 SHEAR WALL BEYOND. SEE STRUCTURAL DRAWINGS.
- 16 ROOF FRAMED OVER CONCRETE ROOF SLAB. SEE PLANS AND WALL SECTIONS.
- 17 PERGOLA. SEE ELEVATIONS, DETAILS AND ROOF PLAN.
- 18 1-HR INTERIOR WALL TYPICAL. SEE WALL ASSEMBLY TYPES AND DETAILS.
- 19 UNOCCUPIED ATTICE SPACE ACCESS. SEE ROOF PLAN.
- 20 GARAGE EXHAUST DUCTING. SEE PLANS AND MECHANICAL DRAWINGS. MAINTAIN CLEARANCES AT PARKING SPACES.
- 21 SUSPENDED CEMENT PLASTER CEILING BELOW PATIO AREAS. SEE REFLECTED CEILING PLAN AND WALL SECTIONS.

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MARINER'S POINTE

WEST COAST HIGHWAY AT DOVER
NEWPORT BEACH, CA



03-09-12 INITIAL AGENCY SUBMITTAL
06-04-12 AGENCY REVISION 1
07-20-12 BID SET

TITLE

BUILDING SECTIONS

DATE 07-20-12

SCALE AS NOTED

PROJECT NO. 10112-005

APPROVED

SHEET

A-304

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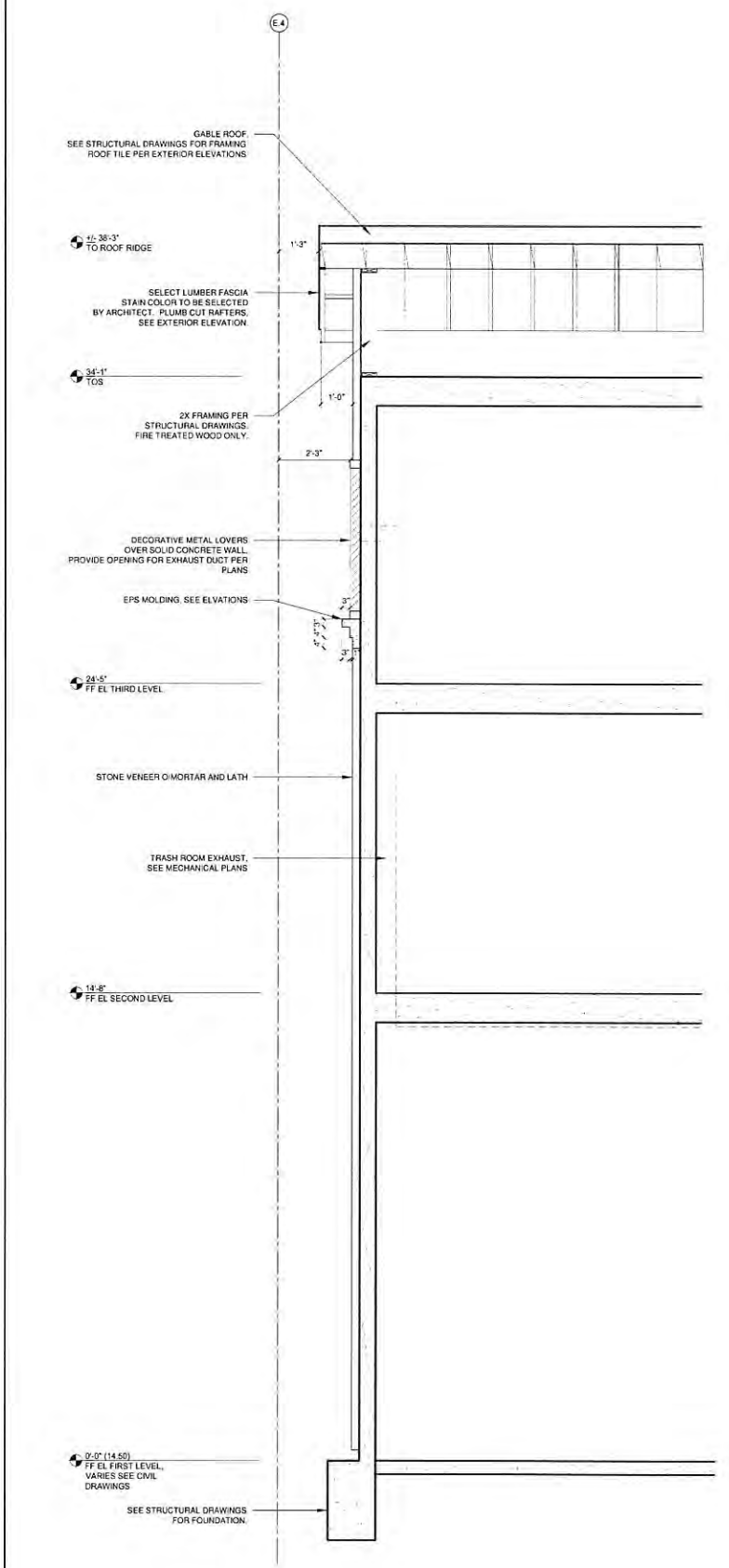
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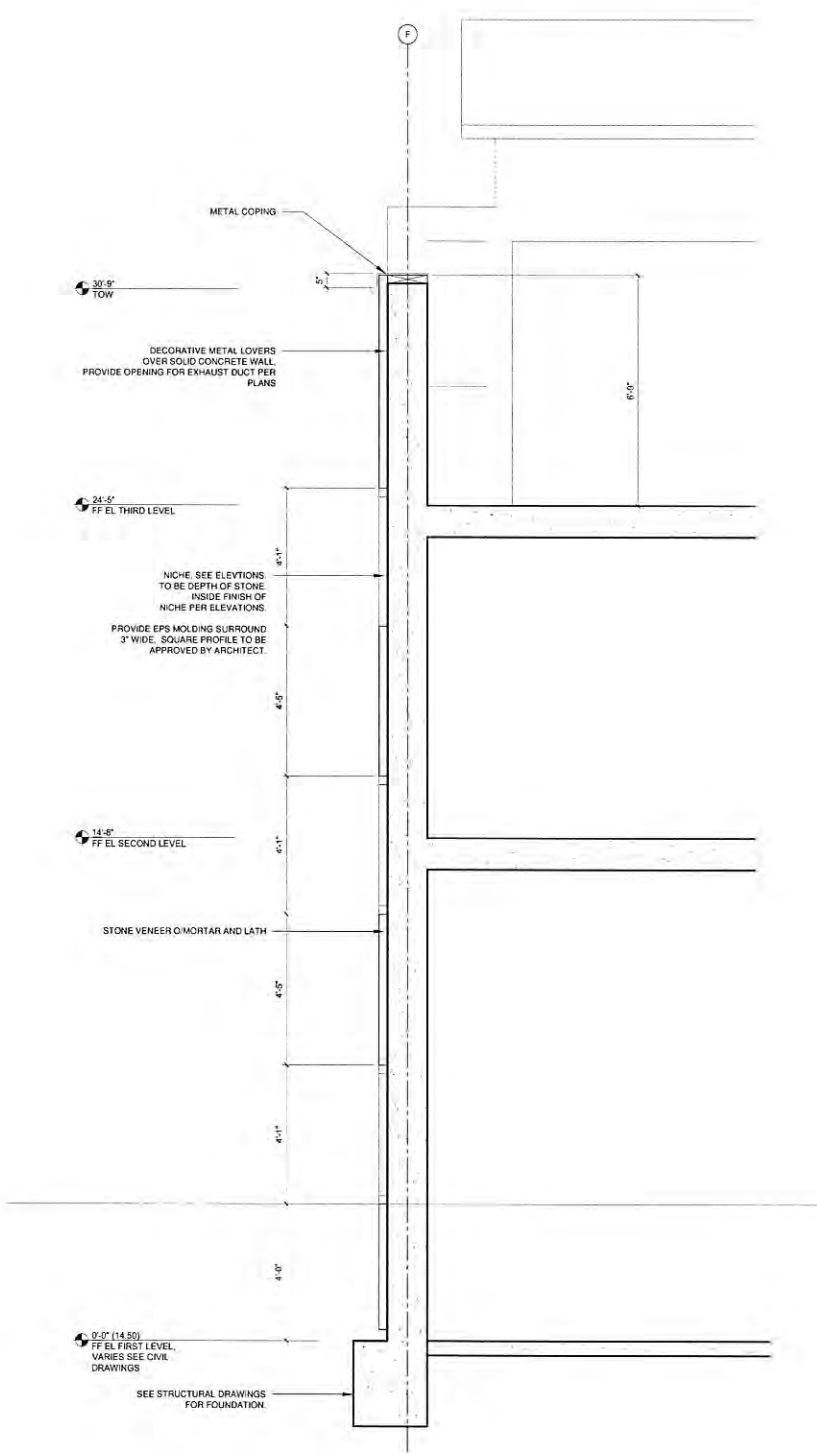
03-09-12 INITIAL AGENCY SUBMITTAL
07-20-12 BID SET

TITLE
WALL SECTIONS GARAGE
DATE 07-20-12
SCALE AS NOTED
PROJECT NO. 10112-005
APPROVED
SHEET

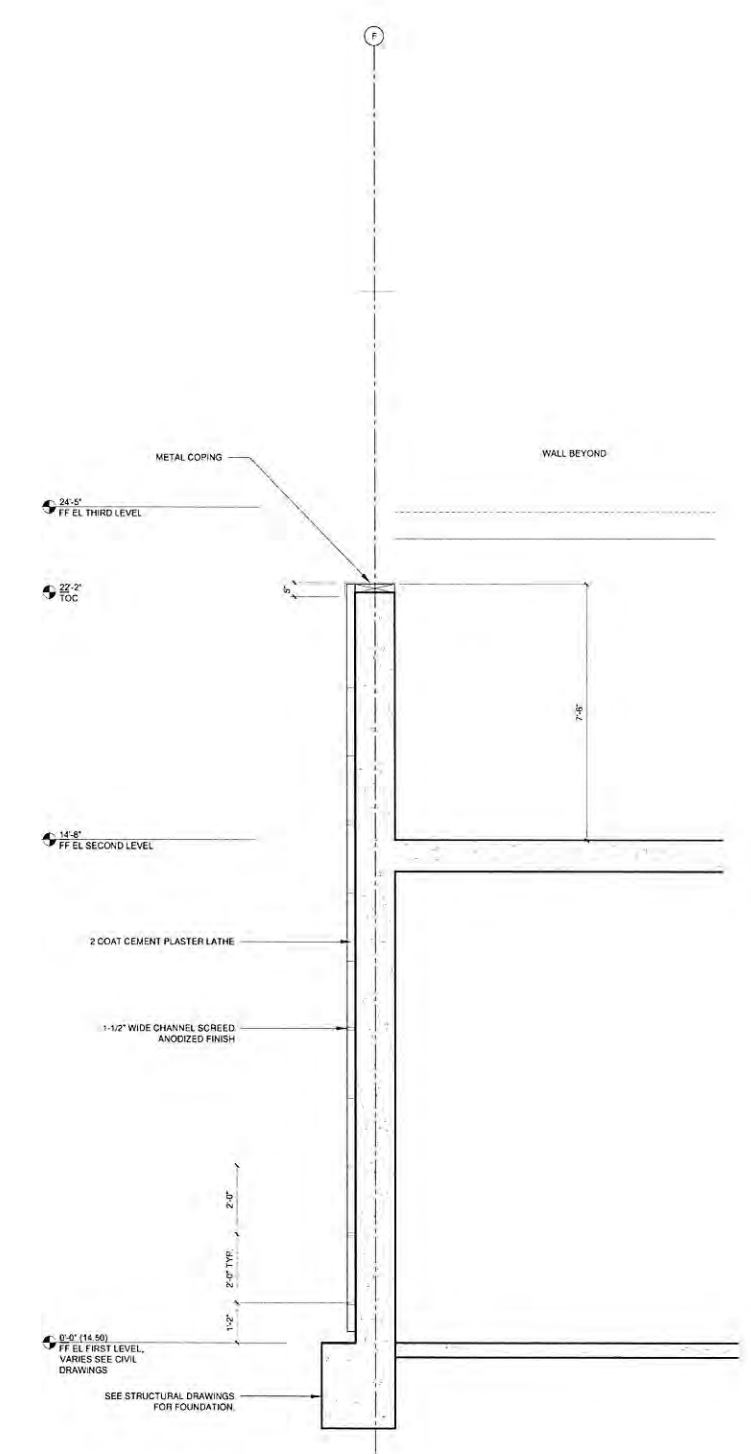
A-306A



1 WALL SECTION
1/2" = 1'-0"



2 WALL SECTION
1/2" = 1'-0"



3 WALL SECTION
1/2" = 1'-0"

Attachment No. PC 7

Proposed Revisions to Architectural Plan

ABBREVIATIONS

ACOUS PNL	ACOUSTICAL PANEL	MLDG	MOLDING (MOLDING)
AFR	ABOVE FINISHED FLOOR	MLWK	MILL WORK
AFG	ABOVE FINISHED GRADE	MR	MOWER RETURN
AHU	AIR HANDLING UNIT	MTL	METAL
ALUM	ALUMINUM	MTLF	METAL FLASHING
ARCH	ARCHITECT	N	NORTH
ASF	ARCHITECTURAL FINISH	NOM	NOMINAL
ASPH	ASPHALT	NRC	NOISE REDUCTION COEFFICIENT
ASSY	ASSEMBLY	NTS	NOT TO SCALE
ATC	ACOUSTICAL CEILING TILE	OC	ON CENTER
ATTN	ATTENTION	OCC	OCCUPY
AUX	AUXILIARY	OD	OUTSIDE DIMENSION
B PL	BASE PLATE	OF	OUTSIDE FACE
BAT	BATTEN	OFD	OVERFLOW DRAIN
BB	BASEBOARD	OGD	OVERGLASS
BF	BOTH FACES	OH	OVERHANG
BFF	BELOW FINISH FLOOR	OPR	OPERABLE
BTUM	BIFURCATED	ORD	OVERFLOW ROOF DRAIN
BKBD	BACKBOARD	OUT	OUTLET
BCKNG	BACKING	PAR	PARAPET
BL	BUILDING LINE	PB	PAINTED BASE
BLOG	BUILDING	PCC	PRECAST CONCRETE
BLOGD	BUILDING	PCT	PERCENT
BLW	BELOW	PERF	PERFORATED
BLW CLG	BELOW CEILING	PERM	PERMEABLE
BM	BEAM	PH	PENETRATION
BRG	BEARING	PL	PLASTER
BRG PL	BEARING PLATE	PK GAR	PARKING GARAGE
BS	BOTH SIDES	PK LOT	PARKING LOT
BSMT	BASEMENT	PL	PROPERTY LINE
BTWN	BETWEEN	PLAS	PLASTIC
BU	BUILT-UP	PLBG	PLYWOOD
BUR	BUILT-UP ROOFING	PLYM	PLYWOOD
BW	BOTH WAYS	PMTL	PAINTED METAL
C TO C	CENTER TO CENTER	PRETN	PRETENSION
CB	CARRIAGE BOLT	PRELIM	PRELIMINARY
CM	CEMENT	PRKG	PARKING
CTC	COUNTER FLASHING	PROP	PROPERTY
CL	CONTROL JOINT	PT	PAINT
CLJ	CENTER LINE	PT	PRESSURE TREATED
CLG	CEILING	PTN	PARTITION
CLG HT	CEILING HEIGHT	PWR	POWER
CLG RES	CEILING RESISTANCE	QA	QUALITY ASSURANCE
CLKJ	CALKED JOINT	QTB	QUANTITY TAKEOFF
CLL	CONTRACT JOINT LINE	QTY	QUANTITY
CLR	CLEAR	R	RADIUS
CNR	CORNER	RBR	RUBBER
COM	COMMON	RC	REINFORCED CONCRETE
CONC	CONCRETE	RCF	REFLECTED CEILING PLAN
CONC FLR	CONCRETE FLOOR	RD	ROAD
COORD	COORDINATE	RDG INS	ROOF INSULATION, SOLID
CORR	CORROSION	REAR	REINFORCING STEEL BARS
COR	CORNER	REQD	REQUIRED
CTR	CENTER	RESL	RESILIENT
DAT	DATUM	REST	RESTROOM
DBL GLZ	DOUBLE GLAZE	RET	RETURN
DET	DETAIL	RFG	ROOFING
DF	DRINKING FOUNTAIN	RM	ROOM
DIA	DIAGONAL	RO	ROUGH OPENING
DIM	DIMENSION	RTU	ROOF TOP UNIT
DIST	DISTANCE	R	ROOF VENT
DS CL	DOOR CLOSER	S	SOUTH
DS DOWNPUOT	DOWNSPUT	SC	SOLID CORE
DT	DRAIN TILE	SCHD	SCHEDULE
DW	DRAINWASHER	SCN	SCREEN
DWG	DRAWING	SE	STRUCTURAL ENGINEER
EC	EDGE OF CURB	SGL	SINGLE
EFB	EXTERIOR FINISH SYSTEM	SHFT	SHAFT (ELEVATOR)
EJ	EXPANSION JOINT	SHING	SHINGLES
EL	EACH LAYER	SM	SIMILAR
EL	ELEVATION	SJ	SUB JOINT
ELAST	ELASTOMERIC	SKLT	SKYLIGHT
ENCL	ENCLOSURE	SLNG	SLOPE
ESG	EDGE OF SLAB	SMK	SMOKE
ESD	ESSENTIAL	SOV	SHUT OFF VALVE
ESAT	EASEMENT	SP	STANDPIPE
ETC	AND SO FORTH	SP EL	SPOT ELEVATION
EW	EACH WAY	EST	STAINLESS STEEL
EXST	EXISTING	ST	STAIRS
EXP	EXPOSED	STL JST	STEEL JOIST
EXT GR	EXISTING GRADE	STL PL	STEEL PLATE
EXT	EXTERIOR	STLS	STEELS
FF	FACE TO FACE	STRUCT STL	STRUCTURAL STEEL
FA	FIRE ALARM	SUB FL	SUBFLOOR
FD	FLOOR DRAIN	SURR	SURROUND
FOR	FIRE DOOR	SUSP CLG	SUSPENDED CEILING
FF	FINISH FACE	T&B	TOP AND BOTTOM
FF EL	FINISH FLOOR ELEVATION	T&G	TONGUE AND GROOVE
FFAE	FURNITURE, FIXTURE AND EQUIPMENT	TE	TOP ELEVATION
FIN GR	FINISH GRADE	TEMP	TEMPORARY
FTT	FIXTURE	TFA	TO FLOOR ABOVE
FLASH	FLASHING	TB	TO FLOOR BELOW
FLG	FLOORING	TF	TOP OF FINISH FLOOR
FLR	FLOOR	THK	THICKNESS
FLR FIN	FLOOR FINISH	THRU	THROUGH
FOC	FACE OF CONCRETE	THROUGHT	THROUGHT
FOF	FACE OF FINISH	TOP OF BEAM	TOP OF BEAM
FOG	FACE OF STUD	TOC	TOP OF CONCRETE
FP	FIRE PROTECTION	TOC FTG	TOP OF CONCRETE FOOTING
FRG	FIBER REINFORCED GYPSUM	TOC WALL	TOP OF CONCRETE WALL
FRP	FIBERGLASS REINFORCED PLASTIC	TOP	TOP OF FLOOR
FURG	FURNISHING	TOJ	TOP OF JOIST
FURN	FURNITURE	TOM	TOP OF MASONRY
GALV	GALVANIZED	TOP	TOP OF PARAPET
GC	GENERAL CONTRACTOR	TOS	TOP OF STEEL
GEN	GENERAL	TOW	TOP OF WALL
GL	GROUND LEVEL	TRANS	TRANSPARENT
GL BLK	GLASS BLOCK	TS	TUBE STEEL
GLZ	GLAZING	TYP	TYPICAL
GR FL	GROUND FLOOR	UND	UNDERGROUND
GYP BD	GYPSUM BOARD	UNFIN	UNFINISHED
H	HOLE	UNF	UNIFORM
HB	HOLE BOARD	UTL	UTILITY
HWD	HARDWARE	VERT	VERTICAL
IND	INDOOR AIR QUALITY	VEST	VESTIBULE
INT	INTERIOR DESIGN	VNR	VENER
INS	INSIDE FACE OF STUD	VR	VAPOR RETARDER
INSUL	INSULATION	W/O	WITHOUT
INSUL PNL	INSULATED METAL PANEL	WBL	WOOD BLOCKING
INT	INTERIOR	WCL	WATER CLOSET
JNT	JUNCTION	W	WOOD
JBOX	JUNCTION BOX	W/O	WOOD
LAM	LAMINATE	WOW	WOOD
LAM GL	LAMINATED GLASS	WFL	WIDE FLANGE </td
LAV	LAVATORY	WF BM	WOOD FRAME
LBS	POUND	WTR	WATER
LF	LINEAR FEET (FOOT)	WH	WALL HUNG
LN	LEFT HAND	WP	WATERPROOFING
LL	LOW LEVEL	WVF	WELDED WIRE FABRIC
LANDSCP	LANDSCAPE	WWM	WELDED WIRE MESH
LT GA	LIGHT GAGE		
LV	LOW VOLTAGE		
LVR	LOUVER		
LWC	LIGHTWEIGHT CONCRETE		
LXR	LAYER		
MACH RM	MACHINE ROOM		
MATL	MATERIAL		
MD	METAL DECK		
MCH	MECHANICAL		
MEZZ	MEZZANINE		
MFD	MANUFACTURED		
MFR	MANUFACTURER		
MH	MANHOLE		
MISC	MISCELLANEOUS		
ML	METAL LATH		

LOCAL FIRE AUTHORITY NOTES

1. PATH OF TRAVEL, AS INDICATED IS BARRIER FREE ACCESS WITHOUT ANY ABUPT VERTICAL CHANGES EXCEEDING 1" PER 30" MAX. MAXIMUM CROSS-SLOPE 2% TYPICAL. THE CONTRACTOR SHALL VERIFY THAT THE INDICATED PATH OF TRAVEL HAS BEEN CONSTRUCTED WITHOUT BARRIERS.
2. ALL BUILDING ENTRANCES SHALL BE EQUIPPED WITH A KNIX BOX. LOCATE PER FIRE MARSHAL.
3. FIRE FLOW AND HYDRANT LOCATIONS AND DISTRIBUTION WILL BE IN COMPLIANCE PER CALIFORNIA FIRE CODE.
4. ALL CONCRETE CURBS FACING FIRE LANE SHALL BE PAINTED RED WITH 4" HIGH WHITE LETTERS TO READ "NO PARKING FIRE LANE" AND SHALL BE SET BACK EVERY 30' ALONG RED CURB OR AS DICTATED BY THE FIRE MARSHAL OR AUTHORITY HAVING JURISDICTION.
5. DURING CONSTRUCTION AND OR DEMOLITION, PROVIDE A PORTABLE FIRE EXTINGUISHER WITH A RATING OF NOT LESS THAN 2A:10 OR 2A:30 WITHIN 10' TRAVEL DISTANCE OF ALL PORTIONS OF THE BUILDING ON EACH FLOOR.
6. DUMPSTERS AND TRASH CONTAINERS LARGER THAN 1/2 CUBIC YARDS SHALL NOT BE STORED IN BUILDINGS OR PLACED WITHIN 5 FEET OF COMBUSTIBLE WALLS, OPENINGS OR COMBUSTIBLE ROOF FRAVE LINES UNLESS PROTECTED BY AN APPROVED SPRINKLER SYSTEM.
7. INTERIOR FINISH SHALL CONFORM TO CHAPTER 9 OF THE 2010 CBC. DECORATIVE MATERIALS SHALL BE FLAME RETARDANT. CERTIFICATION THEREOF SHALL BE PROVIDED. EXITS, EXIT SIGNS, FIRE ALARM PULL STATIONS, NOSE CABS AND FIRE EXTINGUISHER LOCATIONS SHALL NOT BE CONCEALED BY DECORATIVE MATERIAL.
8. ALL EXIST DOORS SHALL BE OPENABLE FROM THE INSIDE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE OR EFFORT. ONLY THE MAIN EXIST DOOR MAY HAVE KEY OPERATED HARDWARE AND SHALL BE LABELED "THIS DOOR TO REMAIN UNLOCKED DURING BUSINESS HOURS IN BLOCK LETTERS A MINIMUM OF 1" HIGH ON CONTRASTING BACKGROUND. EFFORT TO DISCLOSE IS NOT TO EXCEED 6 LBS. FOR EXTERIOR DOORS, 5 LBS. FOR INTERIOR DOORS AND 15 LBS. FOR FIRE RATED DOORS.
9. AT THE TIME OF OCCUPANCY PERMIT, PROVIDE EXTINGUISHERS OF THE SIZE AND TYPE REQUESTED BY THE FIRE OFFICIAL. FIRE EXTINGUISHER LOCATIONS SHALL BE DETERMINED BY FIELD INSPECTION NOT INDICATED ON THE APPROVED PLANS. ALL FIRE EXTINGUISHERS TO HAVE ULL APPROVAL.
10. THIS BUILDING IS NOT APPROVED FOR HIGH-PILED STOCK. MATERIALS CANNOT BE STORED HIGHER THAN SIX FEET WITHOUT FIRST OBTAINING APPROVAL FROM THE CITY OF NEWPORT BEACH FIRE DEPARTMENT. A SEPARATE SUBMITAL IS REQUIRED PRIOR TO STORING MATERIALS ABOVE SIX FEET. STORAGE WITHIN AISLES IS PROHIBITED. THE REQUIRED WIDTH OF AISLES SHALL REMAIN CLEAR AT ALL TIMES. AT NO TIME SHALL STORAGE BLOCK EXIT TRAVEL OR EXIT DOORS.
11. PROVIDE FIRE STOPPING TO CUT OFF ALL CONCEALED DRAFT OPENINGS (BOTH VERTICAL AND HORIZONTAL) AT 10' O.C. EACH WAY.
12. PROTECT ABOVE GROUND GAS METERS, REGULATORS, SWITCHGEAR AND PIPING EXPOSED TO VEHICULAR DAMAGE DUE TO PROXIMITY TO ALLEYS, DRIVEWAYS OR PARKING AREAS IN AN APPROVED MANNER.
13. MAINTAIN A EXTERIOR WALKWAYS WITH A MINIMUM WIDTH OF 48" TO A PUBLIC WAY.
14. THE KEY TO THE BUILDING OR SUITE MUST BE GIVEN TO THE FIRE INSPECTOR AT THE TIME OF FINAL INSPECTION. THE KEY WILL BE LOCATED IN THE KNIX BOX FOR FIRE DEPARTMENT EMERGENCY ACCESS.
15. SPRINKLER PLANS SHALL BE SUBMITTED AND APPROVED UNDER A SEPARATE PERMIT.
16. FIRE EXTINGUISHERS WHEN SERVING MORE THAN 20 SPRINKLER HEADS, AUTOMATIC SPRINKLER SYSTEMS SHALL BE SUPERVISED BY AN APPROVED CENTRAL, PROPRIETARY OR REMOTE, SIGN ON SERVICE OR SHALL BE PROVIDED WITH A LOCAL ALARM WHICH WILL GIVE AN AUDIBLE SIGNAL AT A CONSTANTLY ATTENDED LOCATION. CBC 904.5.
17. COMMERCIAL OCCUPANCIES WITH MULTIPLE TENANTS SHALL BE POSTED WITH A MINIMUM OF 3 INCH HIGH CONTRASTING LETTERS, SUITE DESIGNATIONS PROVIDED BY OWNER, DISPLAYED ON THE MAIN ENTRANCE AND REAR DOORS OF THE TENANT SPACES. CONTRACTOR TO PROVIDE LETTERS TO AREAS AS NOTED.
18. ALL NEW FIRE HYDRANTS SHALL BE INSTALLED AND TESTED PRIOR TO PLACING ANY COMBUSTIBLE MATERIALS ON THE JOBSITE.
19. FIRE PERMITS WILL BE OBTAINED PRIOR TO OCCUPANCY.

BUILDING DEPARTMENT NOTES

1. ALL GLASS OVER 4 SQUARE FEET IN AREA WITHIN 10' OF FLOOR OR 36" OF GRADE, AND GLASS DOORS AND WALL PANELS, SHALL BE LAMINATED OR FULLY TEMPERED. SEE ELEVATIONS.
2. ALL GLAZING WITHIN 24" AND OF EITHER EDGE OF A DOOR AND WITHIN 60" OF THE FLOOR SHALL BE TEMPERED. SEE ELEVATIONS.
3. MEANS OF EGRESS SHALL BE ILLUMINATED AT ALL TIMES MAINTAINING A LIGHT INTENSITY OF NOT THAN ONE FOOT-CANDLE AT FLOOR LEVEL.
4. MEANS OF EGRESS ILLUMINATION IS REQUIRED TO BE PROVIDED WITH AN EMERGENCY BACKUP SOURCE OF POWER PER THE REQUIREMENTS OF CBC 1006.3.
5. EXIST SIGNS ARE REQUIRED TO HAVE AN EMERGENCY BACKUP SOURCE OF POWER PER CBC 101.1.5.1.
6. ALL GROUND FLOOR ENTRANCES AND EXITS SHALL BE ACCESSIBLE TO PERSONS WITH DISABILITIES.
7. LATCHING AND LOCKING DEVICES THAT ARE HAND ACTIVATED AND WHICH ARE IN PATH OF TRAVEL SHALL BE OPERABLE WITH A SINGLE EFFORT BY LEVER TYPE, PUSH-TYPE, PULL-TYPE, OR HARDWARE OPERATES HARDWARE DESIGNED TO PROVIDE PASSAGE WITHOUT REQUIRING THE ABILITY TO GRASP THE OPENING HARDWARE.
8. ALL DOORS, WINDOWS AND OTHER JOINTS IN THE EXTERIOR WALLS SHOULD BE FULLY INSULATED.
9. SEE ITEMS UNDER SEPARATE PERMIT AND PLAN REVIEW.

CONTINUOUS SPECIAL INSPECTION REQ'D

1. TWO-HOUR RATED WALL SEAL; EMTSHIELD WFR2, SEE DETAIL C11 A-511

DEFERRED SUBMITTALS

1. FIRE SPRINKLER
GARAGE AREA, FIRE SPRINKLER SYSTEM DESIGN CRITERIA
NFPA 13 2010 ORDINARY HAZARD GROUP 2
CALCULATED @ 20 DENSITY (000) SQ.FT.
FIRE FLOW TEST RESULTS
STATIC PRESSURE 115 PSI RESIDUAL PRESSURE 90 PSI
FLOWING 1542 GPM
RETAIL BUILDING FIRE SPRINKLER SYSTEM DESIGN CRITERIA
NFPA 13 2010 ORDINARY HAZARD GROUP 2
CALCULATED @ 20 DENSITY (000) SQ.FT.
FIRE FLOW TEST RESULTS
STATIC PRESSURE 115 PSI RESIDUAL PRESSURE 90 PSI
FLOWING 1542 GPM
2. FIRE ALARM - DESIGNED IN ACCORDANCE WITH 2010 NFPA 72
3. STEEL STAIRS - SEE DETAILS A-1A-H FOR STAIR CODE REQUIREMENTS - FOR STAIR FABRICATOR
4. PRESTRESSING STEEL DESIGN CALCULATIONS INCLUDING ELONGATION AND LOSS OF PRESTRESS (ACI 318 SECTION 18.6)
5. P.T. STEEL SHOP DRAWINGS
6. P.T. STRAND END ANCHORAGE SHOP DRAWINGS
7. FLOOR AND ROOF OPEN WEB WOOD TRUSSES

SEPARATE PERMIT / PLAN REVIEW

1. GEOPIERS
2. SHORING
3. UNDERGROUND FIRE LINE
4. TENANT SIGNAGE



MARINER'S POINTE

PROJECT DESCRIPTION/ SCOPE OF WORK

THE PROJECT CONSISTS OF A NEW CONSTRUCTION TWO-STORY COMMERCIAL USE BUILDING (SHELL ONLY - NO TENANT IMPROVEMENTS), ATTACHED 4-STORY PARKING STRUCTURE, AND RELATED SITE IMPROVEMENTS INCLUDING LANDSCAPE AREAS, PAVING, AND WATER FEATURE.

PROJECT AREAS

GROSS BUILDING SQUARE FOOTAGE: 76,915 SF - SEE SHEET GA-102 BUILDING AREAS FOR BREAKDOWN.
GROSS LEASABLE BUILDING AREA: 19,987 SF - SEE GA-104 PLANNING AREAS FOR BREAKDOWN.
SEE GA-106 FOR PARKING TABULATIONS AND LAYOUT.

PROJECT ADDRESS

100 WEST COAST HIGHWAY (PA2019-114) NEWPORT BEACH, CA

PROJECT OWNER AND ADDRESS

WINSTON'S JEWELERS C/O VBAS PROPERTIES, INC. - 1775-B NEWPORT BLVD. COSTA MESA, CA 92627 - 949-445-9000

PROJECT TEAM DIRECTORY

ARCHITECT OF RECORD	STOUTENBOROUGH, INC. CONTACT: RYAN DAVIS 420 ALTA VISTA WAY, SUITE 100 LAGUNA BEACH, CA 92653 949-715-5357
DESIGN PROFESSIONAL IN RESPONSIBLE CHARGE (DPIC)	DESIGN PROFESSIONAL IN RESPONSIBLE CHARGE (DPIC) AND SCENARIO: J. TODD STOUTENBOROUGH 420 ALTA VISTA WAY, SUITE 100 LAGUNA BEACH, CA 92653 949-715-5357
STRUCTURAL ENGINEER	TELON ENGINEERING CONTACT: RANDI DINAR 2001 RANCHO PARKWAY, SUITE 203 LAKE FOREST, CA 92630 949-421-0144 SENIORITY: SIA TELONKHOCH
MECH/ELECTRICAL ENGINEER	IGS GROUP, INC. CONTACT: MATT WALLER 1 PETERS CANYON ROAD, SUITE 100 IRVINE, CA 92618 949-445-9000 SENIORITY: RAY CRANSTON (MECHANICAL/PLUMBING) ABBAH - DEVAR (ELECTRICAL)
CIVIL ENGINEER	ANACAL ENGINEERING CONTACT: GLEN BATHURNEY 1900 EAST LA PALMA AVENUE, SUITE 202 ANAHEIM, CA 92805 714-774-1752 SENIORITY: DAVID C. QUEVREL
LANDSCAPE ARCHITECT	NLS DESIGN GROUP, INC. CONTACT: BEN MONTRELLA 507 36TH STREET NEWPORT BEACH, CA 92663 949-470-9994 SENIORITY: MARK SCHATTINGER

REFERENCED CODES

THESE PLANS WERE COMPLETED USING THE FOLLOWING CODES AND STANDARDS:

2010 CBC, 2010 CPC, 2010 CEC, 2010 CMC, 2010 NFPA 10, 2008 BUILDING ENERGY EFFICIENCY STANDARDS (BEES), 2010 CALIFORNIA FIRE CODE, 2010 CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGREEN), CHAPTER 15 OF THE NEWPORT BEACH MUNICIPAL CODE (NBMC)

ZONING INFORMATION

- A. GROSS FLOOR AREA: FIRST FLOOR: 19,987 SF, SECOND FLOOR: 56,928 SF, GROSS BUILDING AREA TOTAL = 76,915 SF - SEE GA-104 FOR COMPLETE BREAKDOWN.
- B. FLOOR TO AREA RATION (FAR): 19,987 SF BUILDING / 20,000 SF SITE AREA = 0.99 FAR
- C. MAXIMUM HEIGHT (DESIGNATED MAXIMUM HEIGHT): 35 FEET (SEE DETAIL C11 A-511)
- D. SITE DEVELOPMENT REVIEW NO. SP2012-001
- E. CONDITIONAL USE PERMIT NO. 2010-024
- F. VARIANCE NO. 2010-004
- G. PARCEL MAP NO. 2010-008

NOTE TO PLANS EXAMINER

ADDITIONAL CODE DATA RELATED TO BUILDING AREAS MIXED OCCUPANCIES, OCCUPANT LOADS, EGRESS AND LIFE SAFETY HAS BEEN PROVIDED ON SHEETS GA-101 TO GA-103 AND AREAS ON GA-105

BUILDING CODE ANALYSIS

- A. BUILDING AREAS, PARKING STRUCTURE - 17,908 SF (1ST) - 19,407 (2ND) - 18,600 (3RD) - 56,928 SF TOTAL BUILDING AREA = 76,915 SF
- B. BUILDING AREAS, PARKING STRUCTURE - 17,908 SF (1ST) - 19,407 (2ND) - 18,600 (3RD) - 56,928 SF TOTAL BUILDING AREA = 76,915 SF
- C. NUMBER OF STORIES: 2 (COMMERCIAL BUILDING), 3 (PARKING GARAGE)
- D. CONSTRUCTION TYPE: V-A, FULLY SPRINKLERED
- E. MINIMUM FIRE RESISTIVE RATINGS (PER CBC TABLE 601 & 602):
PRIMARY STRUCTURAL FRAME: 1 HOUR / 2 HOURS WHEN FIRE SEPARATION DISTANCE IS LESS THAN 6'-0" NORTH AND WEST WALLS OF THIS PROJECT, SEE PLANS.

BEARING WALLS:
EXTERIOR - 1 HOUR
INTERIOR - 1 HOUR

NONBEARING WALLS AND PARTITIONS:
EXTERIOR NORTH AND WEST WALLS: 2 HOUR (PER CBC TABLE 602 FIRE SEPARATION DISTANCE) - SEE PLANS FOR DISTANCE. NO OPENINGS ARE ALLOWED IN THE 2 HOUR NORTH AND WEST EXTERIOR WALLS.
1 HOUR - OPENINGS IN 1 HOUR EXTERIOR WALL NOT REQUIRED TO BE PROTECTED (PER CBC TABLE 706.8) BASED ON 30 FOOT OR GREATER FIRE SEPARATION DISTANCE. SEE PLANS FOR DISTANCE.

INTERIOR 0

FLOOR CONSTRUCTION AND SECONDARY MEMBERS: 1
ROOF CONSTRUCTION AND SECONDARY MEMBERS: 1
SECONDARY MEMBERS AS SHOWN BY CBC SECTION 202. STRUCTURAL MEMBERS NOT HAVING DIRECT CONNECTION TO FLOOR OR WALL MEMBERS OF THE FLOOR CONSTRUCTION NOT PART OF THE PRIMARY STRUCTURAL FRAME.

BUILDING CODE ANALYSIS (CONT.)

- A. SHUTTLE ENCLOSURES PER CBC 708 SHALL CONSTRUCTED AS FIRE BARRIERS PER CBC SECTION 107 AND OR HORIZONTAL ASSEMBLIES PER CBC SECTION 712.
+ ELEVATOR HOISTWAYS: 1 HOUR RATED
+ MECHANICAL DUCT 5-4 HTS: 1 HOUR RATED
- B. EXIT ENCLOSURES PER CBC 708 SHALL CONSTRUCTED AS FIRE BARRIERS PER CBC SECTION 107 AND OR HORIZONTAL ASSEMBLIES PER CBC SECTION 712.
+ INTERIOR EXIT STAIRWAY ENCLOSURES PER CBC 1022: 1 HOUR RATED
+ EXIT PASSAGEWAYS ENCLOSURES (PER CBC 1023): 1 HOUR RATED
- C. PENETRATIONS THROUGH FIRE RATED ASSEMBLIES AND RATED ENCLOSURES SHALL CONFORM WITH CBC 713 CBC 715 AND TABLE 715.4.
+ SHUTTLE EXIT ENCLOSURE AND EXIT PASSAGEWAY DOORS: 1 HOUR RATED
- D. HEIGHT AREA CALCULATIONS
BUILDINGS ARE TWO AND THREE STORES. MAX STORES PER TABLE 503: 2 FOR A-2, 3 FOR B-M, AND 4 FOR C-2.
NO STORY INCREASES REQUIRED.
MAX HEIGHT - MAX ALLOWABLE PER TABLE 503 IS 50'. BUILDINGS ARE MAX 40' TO HIGHEST ROOF PROJECTION - NO HEIGHT INCREASES REQUIRED.
SEE AREA CALCULATIONS IN MIXED AREA RATIOS SHEET GA-103

HOW TO READ THESE DRAWINGS

1. SEE ARCHITECTURAL SHEET GA-102 FOR ARCHITECTURAL SYMBOLS LEGEND AND NOTES
2. ALL DIMENSIONS ARE TO FINISH FACE OF CONCRETE, CENTERLINE OF STEEL, FACE OF STUD OR CASEWORK UNLESS OTHERWISE NOTED. DIMENSIONS NOTED AS "TYP" MUST BE PRECISELY MAINTAINED. DIMENSIONS ARE NOT ADJUSTABLE WITHOUT ARCHITECT'S APPROVAL, UNLESS NOTED AS "A-1", "B-1", "C-1", "D-1", "E-1", "F-1", "G-1", "H-1", "I-1", "J-1", "K-1", "L-1", "M-1", "N-1", "O-1", "P-1", "Q-1", "R-1", "S-1", "T-1", "U-1", "V-1", "W-1", "X-1", "Y-1", "Z-1".
3. GROUND FLOOR FINISH FLOOR REFERENCE DATUM (EQUALS 0'-0") REFER TO CIVIL PLANS FOR ACTUAL SITE ELEVATION.
4. ALL DIMENSIONS, NOTES AND DETAILS SHOWN ON ONE PORTION OF A DRAWING SHALL APPLY TYPICALLY TO ALL OPPOSITE HAND AND/OR CONDITIONS UNLESS OTHERWISE NOTED.
5. "X" SHALL MEAN TO ACCURATELY LOCATE FINISH FACES IN THE SAME PLANE.
6. THE CONTRACT DOCUMENTS ARE COMPLEMENTARY. WHAT IS SHOWN OR REFERRED TO PARTIALLY OR WHOLE OR ANY SHALL BE PROVIDED AS THOUGH SHOWN ON ALL.
7. DO NOT SCALE DRAWINGS. DIMENSIONS SHALL GOVERN. DRAWINGS AT LARGE SCALE SHALL TAKE PRECEDENCE OVER DRAWINGS OF A SMALL SCALE. DETAILS SHALL GOVERN OVER PLANS AND ELEVATIONS.
8. IN CASE OF CONFLICT BETWEEN THE ARCHITECTS AND ENGINEERS DRAWINGS IN THE LOCATION OF MATERIALS AND OR EQUIPMENT, ARCHITECTURAL DRAWINGS SHALL GOVERN. THE CONTRACTOR SHALL NOTIFY THE ARCHITECT IMMEDIATELY OF SUCH CONFLICT.

PROJECT VICINITY MAP (N.T.S.)



PROJECT LOCATION (N.T.S.)

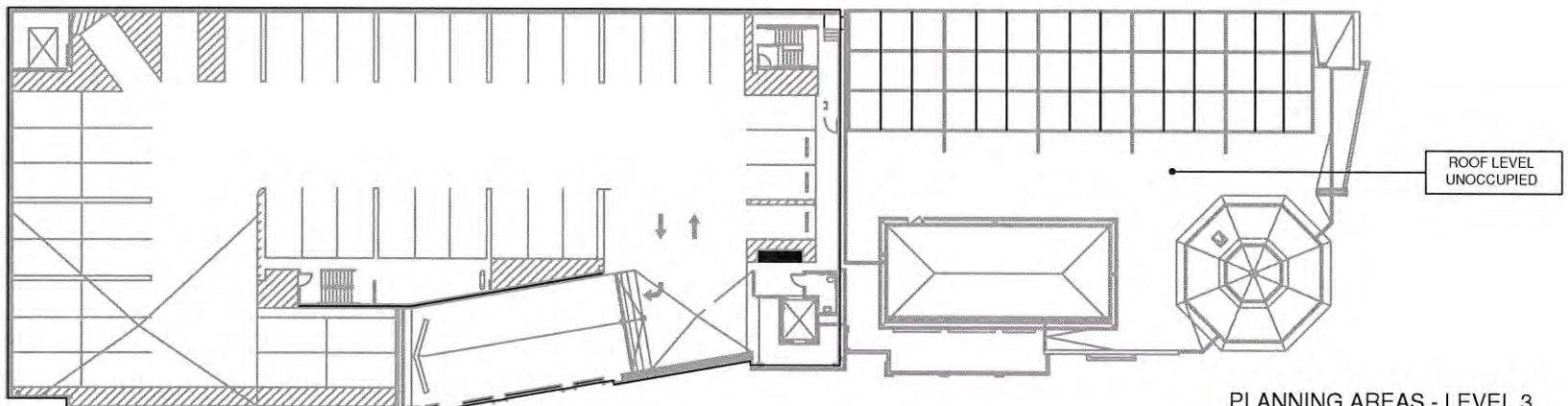


SHEET LEGEND

DISCIPLINE INFO	GENERAL ACCESSIBILITY	INTERIORS	PROJECT DIVISION	SHEET TYPE
GA - GENERAL ACCESSIBILITY	1 - PLANS	1 - PLANS	1 - PLANS	1 - PLANS
HA - HARDWARE	2 - FIRE PROTECTION	2 - FIRE PROTECTION	2 - FIRE PROTECTION	2 - FIRE PROTECTION
VA - SURVEY	3 - PLUMBING	3 - PLUMBING	3 - PLUMBING	3 - PLUMBING
GEOTECH	4 - PROCESS	4 - PROCESS	4 - PROCESS	4 - PROCESS
C - CIVIL	5 - MECHANICAL	5 - MECHANICAL	5 - MECHANICAL	5 - MECHANICAL
L - LANDSCAPE	6 - ELECTRICAL	6 - ELECTRICAL	6 - ELECTRICAL	6 - ELECTRICAL
AS - SITE	7 - TELECOMMUNICATIONS	7 - TELECOMMUNICATIONS	7 - TELECOMMUNICATIONS	7 - TELECOMMUNICATIONS
A - ARCHITECTURAL	8 - FOOD SERVICE	8 - FOOD SERVICE	8 - FOOD SERVICE	8 - FOOD SERVICE

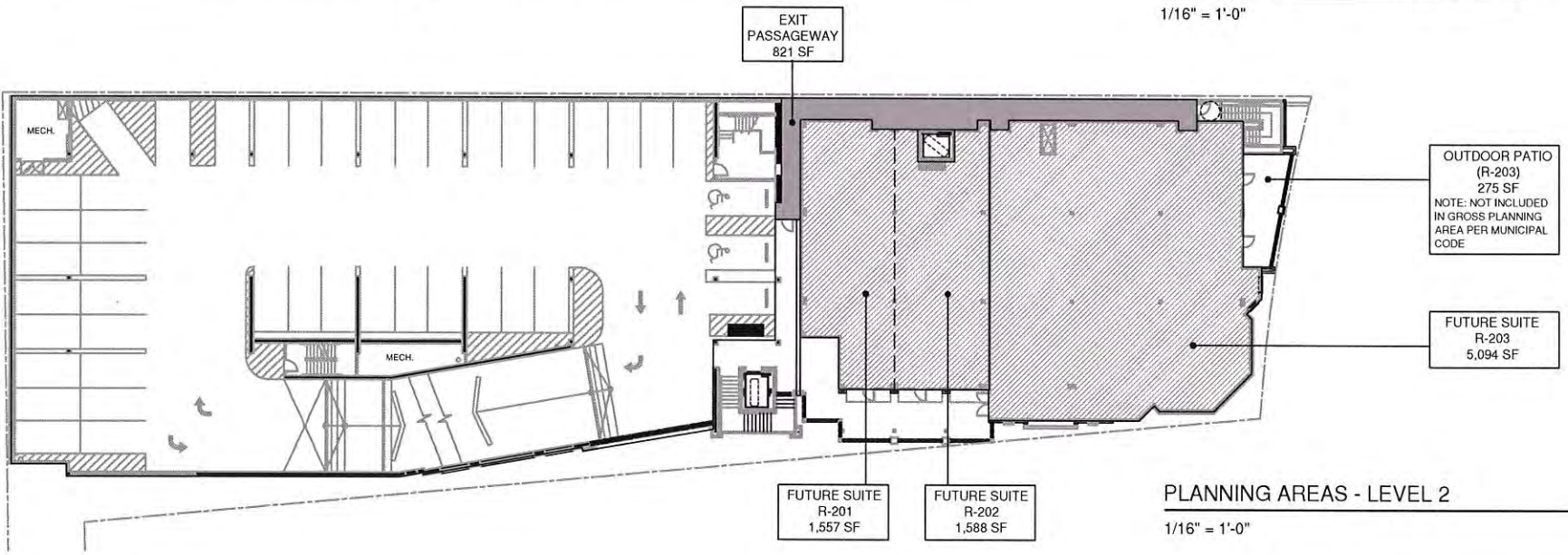
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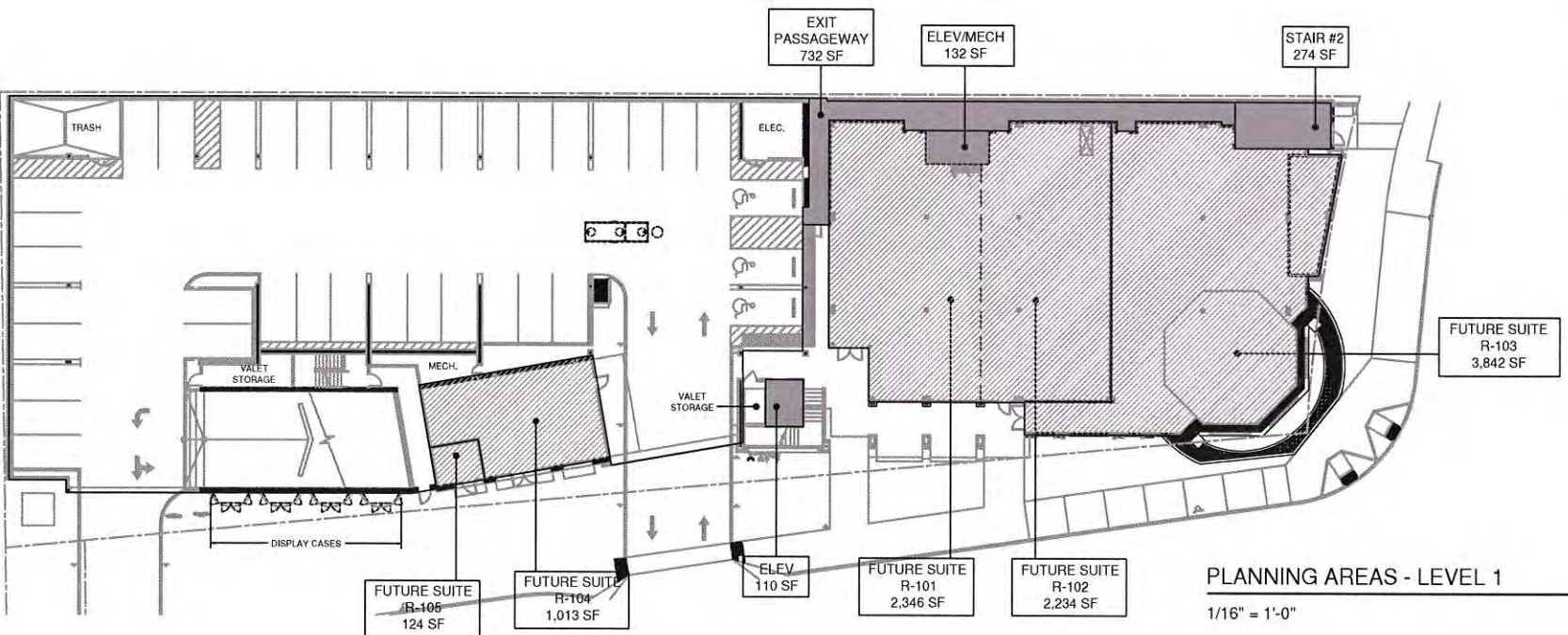
PLANNING AREAS - LEVEL 3

1/16" = 1'-0"



PLANNING AREAS - LEVEL 2

1/16" = 1'-0"



PLANNING AREAS - LEVEL 1

1/16" = 1'-0"

OCCUPANCY LEGEND	
GROSS LEASABLE AREA	
SERVICE AREA	

PLANNING AREAS TABULATION SUMMARY			
BUILDING AREA	GROSS LEASABLE	SERVICE AREA	GROSS BUILDING (*)
GROUND LEVEL	9,559 SF	1,248 SF	10,807 SF
SECOND LEVEL	8,239 SF	821 SF	9,060 SF
TOTAL	17,798 SF	2,069 SF	19,867 SF
SITE AREA			33,030 SF
FLOOR-AREA RATIO			0.60

NOTE: INCLUDES EXIT CORRIDOR ON L1 & L2, ELEVATOR SHAFTS AND STAIR 2 AREAS ON ONE LEVEL ONLY

PARKING TABULATION - SEE PARKING PLAN GI-102

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NOT FOR
CONSTRUCTION
PLANNING REVIEW

MARINER'S POINTE

WEST COAST HIGHWAY AT DOVER
NEWPORT BEACH, CA

03-09-12	△	INITIAL AGENCY SUBMITTAL
06-04-12	△	AGENCY REVISION 1
07-20-12	△	BID SET
11-07-12	△	VALUE ENGINEERING
	△	
	△	
	△	

TITLE
PLANNING AREAS

DATE 1-16-13
SCALE AS NOTED
PROJECT NO. 10112-005
APPROVED

SHEET
GI-104

SHEET KEYED NOTES

- SEE ENLARGED PLAN FOR CRITICAL DETAIL AT SEISMIC JOINT COVER THIS LOCATION.
- WALL/FLOOR PENETRATIONS - SEE MECHANICAL DRAWINGS.
- WALL FURRING - SEE ELEVATIONS AND WALL SECTIONS.
- HOSE BIB - SEE PLUMBING DRAWINGS.
- EXTENT OF PAVEMENT SYSTEM - SEE SITE PLAN, STRUCTURAL, AND LANDSCAPE DRAWINGS.
- CMU BLOCKED OPENING THIS SECTION OF WALL. SEE STRUCTURAL DRAWINGS.
- NOT USED
- DIRECTIONAL ARROWS - DETAIL C10A-505A
- 12" BLOCK WALL - SEE STRUCTURAL. PROVIDE INTERIOR FURRING AND 5/8" GYP BD.
- ROLL DOWN 1-HR RATED FIRE DOORS. SEE ENLARGED PLANS.

SHEET KEYED NOTES

- PROVIDE 6" X 6" INTERNATIONAL SYMBOL OF ACCESSIBILITY AT THE MAIN ENTRY DOORS. THE SYMBOL SHALL CONSIST OF A WHITE FIGURE ON A BLUE BACKGROUND EQUAL TO COLOR NO. 15559 FEDERAL STANDARD 595B. SEE EXTERIOR ELEVATIONS FOR LOCATION.
- PHASE I EMERGENCY RECALL OPERATION AND PHASE II EMERGENCY IN-CAR OPERATION IS REQUIRED FOR ALL ELEVATORS.
- PROVIDE A KEY BOX ENTRY SYSTEM (KNOX-BOX) AND TAMPER SWITCH MOUNTED TO EXTERIOR WALL, RIGHT SIDE OF THE MAIN ENTRY DOOR, 6 FEET AFG. LOCATE AS INDICATED PER PLANS. KEYS SHALL BE PROVIDED FOR ALL EXTERIOR DOORS, FIRE PROTECTION EQUIPMENT CONTROL ROOMS, MECHANICAL AND ELECTRICAL ROOMS, ELEVATOR CONTROLS AND EQUIPMENT SPACES, ETC.
- FUTURE GLASS DISPLAY CASES BOLTED TO WALL SHOWN DASHED FOR REFERENCE ONLY. SEE WALL SECTIONS. 9'-0" wide x 8'-0" high x 3'-0" deep.

WALL TYPE GRAPHICS

1-HR MIN. RATED WALL - METHOD OF CONSTRUCTION SHALL BE AS SHOWN IN THE WALL TYPE GRAPHIC. SEE DETAIL C10A-505A FOR WALL TYPE GRAPHIC. SEE DETAIL C10A-505A FOR WALL TYPE GRAPHIC. SEE DETAIL C10A-505A FOR WALL TYPE GRAPHIC.

2-HR RATED WALL - METHOD OF CONSTRUCTION SHALL BE AS SHOWN IN THE WALL TYPE GRAPHIC. SEE DETAIL C10A-505A FOR WALL TYPE GRAPHIC. SEE DETAIL C10A-505A FOR WALL TYPE GRAPHIC. SEE DETAIL C10A-505A FOR WALL TYPE GRAPHIC.

NON-RATED WALL - METHOD OF CONSTRUCTION SHALL BE AS SHOWN IN THE WALL TYPE GRAPHIC. SEE DETAIL C10A-505A FOR WALL TYPE GRAPHIC. SEE DETAIL C10A-505A FOR WALL TYPE GRAPHIC. SEE DETAIL C10A-505A FOR WALL TYPE GRAPHIC.

CMU WALL - HATCH AND NOTATION AS INDICATED WITHIN PLANS. SEE DETAIL C10A-505A FOR WALL TYPE GRAPHIC. SEE DETAIL C10A-505A FOR WALL TYPE GRAPHIC. SEE DETAIL C10A-505A FOR WALL TYPE GRAPHIC.

CONCRETE WALL - HATCH AND NOTATION AS INDICATED WITHIN PLANS. SEE DETAIL C10A-505A FOR WALL TYPE GRAPHIC. SEE DETAIL C10A-505A FOR WALL TYPE GRAPHIC. SEE DETAIL C10A-505A FOR WALL TYPE GRAPHIC.

WALL TYPE TAGS

WALL TYPE TAGS (A1, B1, C1, D1, E1, F1, G1, H1, I1, J1, K1, L1, M1, N1, O1, P1, Q1, R1, S1, T1, U1, V1, W1, X1, Y1, Z1) - SEE TYPES BELOW.

2-HR RATED WALL - INDICATES ADDITION OF SOUND BLANKETS OR INSULATION PER SPECIFICATIONS.

MEMBER SIZES (SEE WALL TYPE DETAIL FOR SPACING):

- 1 = 1-1/2" x 5/8" STUD OR FURRING
- 2 = 2" FURRING OR 2-1/2" STUD
- 3 = 3-5/8" STEEL STUD / 3-1/2" WOOD STUD
- 4 = 4" STEEL STUD / 4-1/2" WOOD STUD
- 5 = 5" STEEL STUD / 5-1/2" WOOD STUD
- 6 = 6" STEEL STUD / 6-1/2" WOOD STUD
- CMU IS NOMINAL 8" - FOR CONCRETE WALLS REFER TO STRUCTURAL DRAWINGS THICKNESS.

1-HR MIN. RATED WALLS

TYPE	DESCRIPTION	DESIGN	DETAILS	ASSEMBLY	JOINTS	MISC.
A1	FIRE BARRIER, STEEL STUDS, TYPE X GYP. BD. TO UNDERSIDE OF DECK	UL U465	AS/A-511	C1/A-517	-	-
A2	FIRE BARRIER, WOOD STUDS, TYPE X GYP. BD. TO UNDERSIDE OF DECK	UL U305	C6/A-511	A5/A-517	-	-
A3	FIRE BARRIER, WOOD STUDS, TYPE X GYP. BD. SHEATHING, CEMENT PLASTER	UL U356	ES/A-511	A3/A-517	-	-
A4	FIRE BARRIER, WOOD STUDS, TYPE X GYP. BD. BALLOON FRAMING ABOVE ROOF DECK	UL U305	ES/A-511	A3/A-517	-	-
A5	FIRE BARRIER, 8" CMU TO UNDERSIDE OF DECK	UL U905 (2HR)	ES/A-511	A3/A-517	-	-
A6	FIRE BARRIER, STEEL STUDS, TYPE X GYP. BD. TO UNDERSIDE OF DECK	UL U436	AS/A-519	C1/A-517	-	-

2-HR RATED WALLS

TYPE	DESCRIPTION	DESIGN	DETAILS	ASSEMBLY	JOINTS	MISC.
B1	WOOD STUDS, TYPE X GYP. BD. DENIGLASS W/ CEMENT PLASTER	UL U371	CS/A-511	-	-	-
B2	STRUCTURAL CONCRETE SEE STRUCTURAL DWGS.	CSB TABLE 700.100 4-1.1	D4/A-511	SEE STRUCT. DWGS.	-	-
B3	CONCRETE MASONRY UNITS CMU SEE STRUCTURAL DWGS.	UL U905 (2HR)	ES/A-511	A3/A-517	-	-

NON-RATED WALLS

TYPE	DESCRIPTION
N1	WOOD STUDS AND SHEATHING PER STRUCTURAL DRAWINGS, 5/8" GYP. BD. INTERIOR, EXTERIOR FINISH PER ELEVATIONS, INSULATION WHERE INDICATED
N2	STEEL STUDS WITH 1" MIN DEFLECTION TRACK, SIZE PER WALL TAG, 5/8" GYP. BD. E.F., INSULATION WHERE INDICATED
N3	NOMINAL 8" CMU WALL, NON-RATED, PROVIDE MINIMUM 1" DEFLECTION AT WALL HEAD. SEE STRUCTURAL DRAWINGS FOR CMU SPECIFICATIONS.

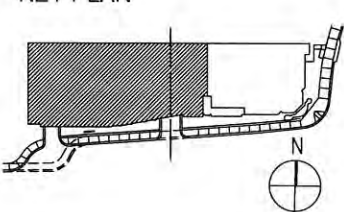
WALL TYPE NOTES:

- ALL RATED WALL PENETRATIONS SHALL COMPLY WITH CBC SECTION 717. SEE ELEVATIONS AND WALL SECTIONS FOR PENETRATIONS. PENETRATION DETAILS SHEETS A-531 TO A-537, REFER TO MPE DRAWINGS FOR SIZE AND LOCATIONS OF ALL PENETRATIONS.
- ALL WALL ASSEMBLIES SHALL BE EFFECTIVELY FIRE-STOPPED AND DRAFT STOPPED PER CBC SECTION 717.
- FIRE BARRIERS AS PART OF AN EXIT PASSAGEWAY, SHIELD, ENCLOSURE OR AS INDICATED ON PLANS SHALL EXTEND FROM THE DECK OR SLAB TO THE UNDERSIDE OF THE DECK OR SLAB ABOVE PER CBC SECTION 704.
- RATED WALLS (FIRE PARTITIONS) THAT ARE NOT PART OF THOSE ASSEMBLIES INDICATED IN NOTE #3 ABOVE MAY TERMINATE AT THE RATED HORIZONTAL ASSEMBLY PER CBC SECTION 704. THIS DOES NOT APPLY TO STRUCTURAL COLUMNS AS THEY WILL BE CONTINUOUSLY PROTECTED FROM FLOOR TO THE DECK ABOVE.
- SEE DETAIL SHEET A-511 TO A-515 FOR RATED VERTICAL AND HORIZONTAL ASSEMBLIES AND COLUMN/BEAM PROTECTIONS.
- MAY SUBSTITUTE 8" DENIGLASS FIREGUARD SHEATHING FOR GYP. BD. IN RATED ASSEMBLIES.

FLOOR PLAN NOTES

- SEE A-400 SERIES SHEETS FOR LARGE-SCALE PLANS.
- SEE ARCHITECTURAL SITE DRAWINGS FOR SPECIAL PAVING.
- REFER TO CIVIL DRAWINGS FOR SLAB AND FINISH FLOOR ELEVATIONS.
- COLUMN AND BEAM 1-HR PROTECTION. SEE DETAILS AS INDICATED ON PLANS.
- SEE ARCHITECTURAL SITE AND LANDSCAPE DRAWINGS, COORDINATE WITH CIVIL DRAWINGS AND THESE PLANS.

KEY PLAN



WINSTON'S JEWELERS
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NOT FOR
CONSTRUCTION
PLANNING REVIEW

MARINER'S POINTE

WEST COAST HIGHWAY AT DOVER
NEWPORT BEACH, CA

- 03-09-12 INITIAL AGENCY SUBMITTAL
- 06-04-12 AGENCY REVISION 1
- 07-20-12 BID SET
- 08-01-12 AGENCY REVISION 2
- 11-07-12 VALUE ENGINEERING

TITLE

GARAGE FIRST LEVEL

DATE	1-16-13
SCALE	AS NOTED
PROJECT NO.	10112-005
APPROVED	
SHEET	

A-101A

SHEET KEYED NOTES

- 1 CRIPPLE WALL AS BASE FOR ROOF FRAMING. SEE STRUCTURAL DRAWINGS AND ARCHITECTURAL SECTIONS.
- 2 FABRIC AWNING. SEE ELEVATION AND SECTIONS.
- 3 RAFTER BEAMS ON WOOD PLATE OVER FLAT SLAB. SEE STRUCTURAL DRAWINGS AND SECTIONS.
- 4 ELEVATOR OVERRUN DASHED BELOW.
- 5 CLASS A ROOF COVERING SYSTEM (UL 790). JOHNS MANVILLE SINGLE PLY TPO 60 MIL. 0.29 LBS/SF. 20 YEAR MECHANICALLY FASTENED OVER INVIS-A-ROOF BOARD. COLOR TAN. TITLE 24 COMPLIANT MEETING COOL ROOF STANDARDS FOR ENERGY EFFICIENCY. INSTALLATION OF ROOFING SHALL BE IN ACCORDANCE WITH MFRS SPECIFICATIONS.
- 6 ROOF ACCESS HATCH. 1-HR RATED. SEE TYPICAL DETAIL A5A-S12.

SHEET KEYED NOTES

- 7 SLAB OPENING FOR DUCT PENETRATION. SEE MECHANICAL AND STRUCTURAL DRAWINGS.
- 8 FLAT STRUCTURAL CONCRETE ROOF WITH BUILT UP ROOF BOARD TO ACHIEVE INDICATED SLOPE.
- 9 12" WIDE CONT. SEISMIC SEPARATION. SEE DETAILS AND SECTIONS. A-310 TO A-311 AND DETAIL C5A-S13.
- 10 PARAPET LADDER WITH PLATFORM. 42" HIGH GUARD RAIL. 5" EACH SIDE TYPICAL.
- 11 WALL DOES NOT TOUCH ROOF DECK. OVERFLOW UNDERNEATH.
- 12 CRACKS AS REQUIRED TO ACHIEVE ROOF SLOPE. AS INDICATED. USE MFRS RECOMMENDED MATERIAL AND SPECIFICATION FOR ROOFING SYSTEM AS INDICATED.
- 13 NOT USED.
- 14 NOT USED.

SHEET KEYED NOTES

- 15 NOT USED.
- 16 CLASS A ROOF, TILE ROOFING. PER CBC 1505.2.
- 17 ROOF DRAIN AND OVERFLOW TYPICAL. SEE DETAIL A11M-A15 AND PLUMBING DRAWINGS.
- 18 PRECAST WALL CAP. SEE SECTION.
- 19 TYPICAL EQUIPMENT SCREENING PANELS. GRATING TO BE TYPE A-15-4 WITH 2" X 1/8" BEARING BARS SPACED AT 15-1/8" ON CENTER, AND SNAKE CROSS BARS SPACED AT 4" ON CENTER AS PRODUCED BY GRATING PACIFIC, INC., LOS ANGELES, CA. ALUMINUM ALLOY 6063-T6 IS TO BE USED IN THE MANUFACTURE OF THE GRATING, AS PER ASTM B221.

WALL TYPE GRAPHICS

- 1-HR MIN. RATED WALL INDICATOR: SEE DETAIL A11M-A15 AND PLUMBING DRAWINGS.
- 2-HR RATED WALL INDICATOR: SEE DETAIL A11M-A15 AND PLUMBING DRAWINGS.
- NON-RATED WALL: SEE DETAIL A11M-A15 AND PLUMBING DRAWINGS.
- CMU WALL: SEE DETAIL A11M-A15 AND PLUMBING DRAWINGS.
- CONCRETE WALL: SEE DETAIL A11M-A15 AND PLUMBING DRAWINGS.

WALL TYPE TAGS

- WALL TYPE TAGS (A1, B1, etc.) - SEE TYPES BELOW
- 2-HR RATED WALL INDICATOR: SEE DETAIL A11M-A15 AND PLUMBING DRAWINGS.
- MEMBER SIZES (SEE WALL TYPE DETAIL FOR SPACING)
- 1 1/2" X 1/2" STUD OR FURRING
 - 2 2" X 1/2" STUD OR FURRING
 - 3 3" X 1/2" STUD OR FURRING
 - 4 4" X 1/2" STUD OR FURRING
 - 5 5" X 1/2" STUD OR FURRING
 - 6 6" X 1/2" STUD OR FURRING
 - 7 7" X 1/2" STUD OR FURRING
 - 8 8" X 1/2" STUD OR FURRING
 - 9 9" X 1/2" STUD OR FURRING
 - 10 10" X 1/2" STUD OR FURRING
 - 11 11" X 1/2" STUD OR FURRING
 - 12 12" X 1/2" STUD OR FURRING
 - 13 13" X 1/2" STUD OR FURRING
 - 14 14" X 1/2" STUD OR FURRING
 - 15 15" X 1/2" STUD OR FURRING
 - 16 16" X 1/2" STUD OR FURRING
 - 17 17" X 1/2" STUD OR FURRING
 - 18 18" X 1/2" STUD OR FURRING
 - 19 19" X 1/2" STUD OR FURRING
 - 20 20" X 1/2" STUD OR FURRING
 - 21 21" X 1/2" STUD OR FURRING
 - 22 22" X 1/2" STUD OR FURRING
 - 23 23" X 1/2" STUD OR FURRING
 - 24 24" X 1/2" STUD OR FURRING
 - 25 25" X 1/2" STUD OR FURRING
 - 26 26" X 1/2" STUD OR FURRING
 - 27 27" X 1/2" STUD OR FURRING
 - 28 28" X 1/2" STUD OR FURRING
 - 29 29" X 1/2" STUD OR FURRING
 - 30 30" X 1/2" STUD OR FURRING
 - 31 31" X 1/2" STUD OR FURRING
 - 32 32" X 1/2" STUD OR FURRING
 - 33 33" X 1/2" STUD OR FURRING
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 - 98 98" X 1/2" STUD OR FURRING
 - 99 99" X 1/2" STUD OR FURRING
 - 100 100" X 1/2" STUD OR FURRING

1-HR MIN. RATED WALLS

TYPE	DESCRIPTION	DESIGN	DETAILS	ASSEMBLY	JOINTS	MISC.
A1	FIRE BARRIER, STEEL STUDS, TYPE X GYP. BD. TO UNDERSIDE OF DECK	UL U465	ASA-S11	C1A-S17	-	-
A2	FIRE BARRIER, WOOD STUDS, TYPE X GYP. BD. TO UNDERSIDE OF DECK	UL U305	GBA-S11	ASA-S17	-	-
A3	FIRE BARRIER, WOOD STUDS, TYPE X GYP. BD. SHEATHING, CEMENT PLASTER	UL U355	ESA-S11	ASA-S17	-	-
A4	FIRE BARRIER, WOOD STUDS, TYPE X GYP. BD. BALLOON FRAMING ABOVE ROOF DECK	UL U305	ESA-S11	ASA-S17	-	-
A5	FIRE BARRIER, 8" CMU (2HR)	UL U905	ESA-S11	ASA-S17	-	-
A6	FIRE BARRIER, STEEL STUDS, TYPE X GYP. BD. TO UNDERSIDE OF DECK	UL U435	ASA-S19	C1A-S17	-	-

2-HR RATED WALLS

TYPE	DESCRIPTION	DESIGN	DETAILS	ASSEMBLY	JOINTS	MISC.
B1	WOOD STUDS, TYPE X GYP. BD. DENSGLASS W. CEMENT PLASTER	UL U371	CSA-S11	-	-	-
B2	STRUCTURAL CONCRETE SEE STRUCTURAL DWGS.	DBO TABLE 720.1(B) 4-1-1	D4A-S11	SEE STRUCT. DWGS.	-	-
B3	CONCRETE MASONRY UNITS CMU SEE STRUCTURAL DWGS.	UL U905 (2HR)	ESA-S11	ASA-S17	-	-

NON-RATED WALLS

TYPE	DESCRIPTION
N1	WOOD STUDS AND SHEATHING PER STRUCTURAL DRAWINGS. 5/8" GYP. BD. INTERIOR, EXTERIOR FINISH PER ELEVATIONS. INSULATION WHERE INDICATED
N2	STEEL STUDS WITH 1" MIN DEFLECTION TRACK SIZE PER WALL TAG. 5/8" GYP. BD. E.F. INSULATION WHERE INDICATED
N3	NOMINAL 8" CMU WALL, NON-RATED. PROVIDE MINIMUM 1" DEFLECTION AT WALL HEAD. SEE STRUCTURAL DRAWINGS FOR CMU SPECIFICATIONS.

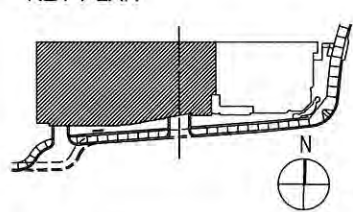
WALL TYPE NOTES:

1. ALL RATED WALL PENETRATIONS SHALL COMPLY WITH CBC SECTION 705. SEE DETAIL A11M-A15 AND PLUMBING DRAWINGS FOR PENETRATION DETAILS. SEE SHEETS A-331 TO A-337, REFER TO MPE DRAWINGS FOR SIZE AND LOCATIONS OF ALL PENETRATIONS.
2. ALL WALL ASSEMBLIES SHALL BE EFFECTIVELY FIRE STOPPED AND DRAFT STOPPED PER CBC SECTION 717.
3. FIRE BARRIERS AS PART OF AN EXIT PASSAGEWAY, SHALT, ENCLOSURE OR RISER INDICATED ON PLAN SHALL EXTEND FROM THE DECK OR SLAB TO THE UNDERSIDE OF THE DECK OR SLAB ABOVE PER CBC SECTION 706.
4. RATED WALLS (FIRE PARTITIONS) THAT ARE NOT PART OF THOSE ASSEMBLIES INDICATED IN NOTE #3 ABOVE MAY TERMINATE AT THE RATED HORIZONTAL ASSEMBLY PER CBC SECTION 708. THIS DOES NOT APPLY TO STRUCTURAL COLUMNS AS THEY WILL BE CONTINUOUSLY PROTECTED FROM FLOOR TO THE DECK ABOVE.
5. SEE DETAIL SHEET A-511 TO A-513 FOR RATED VERTICAL AND HORIZONTAL ASSEMBLIES AND COLUMN BEAM PROTECTIONS.
6. MAY SUBSTITUTE 5/8" DENSGLASS FIREGUARD SHEATHING FOR GYP. BD. IN RATED ASSEMBLIES.

FLOOR PLAN NOTES

1. SEE A-400 SERIES SHEETS FOR LARGE-SCALE PLANS.
2. SEE ARCHITECTURAL SITE DRAWINGS FOR SPECIAL PAVING.
3. REFER TO CIVIL DRAWINGS FOR SLAB AND FINISH FLOOR ELEVATIONS.
4. COLUMN AND BEAM 1-HR PROTECTION. SEE DETAILS AS INDICATED ON PLANS.
5. SEE ARCHITECTURAL SITE AND LANDSCAPE DRAWINGS. COORDINATE WITH CIVIL DRAWINGS AND THESE PLANS.

KEY PLAN



PARKING GARAGE - ROOF

1/8" = 1'-0"

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PLANNING REVIEW

MARINER'S POINT

WEST COAST HIGHWAY AT DOVER
NEWPORT BEACH, CA

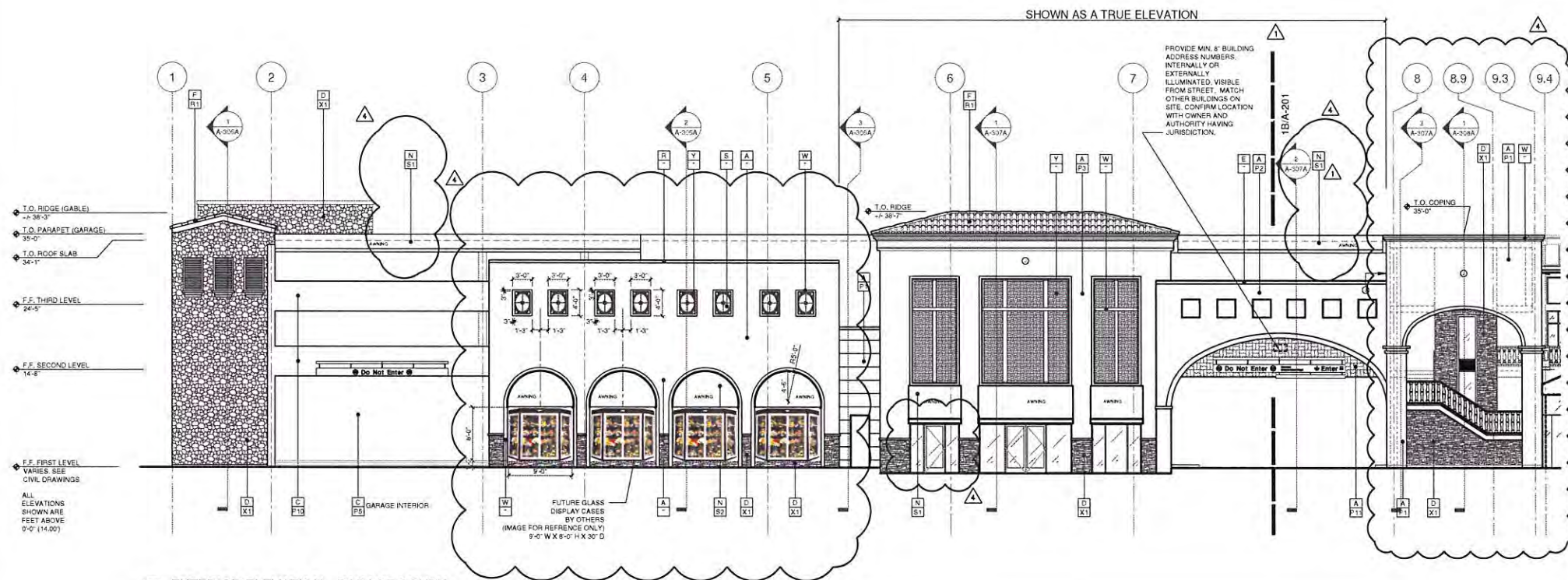
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- 06-04-12 AGENCY REVISION 1
- 07-20-12 BID SET
- 08-01-12 AGENCY REVISION 2
- 11-07-12 VALUE ENGINEERING

TITLE

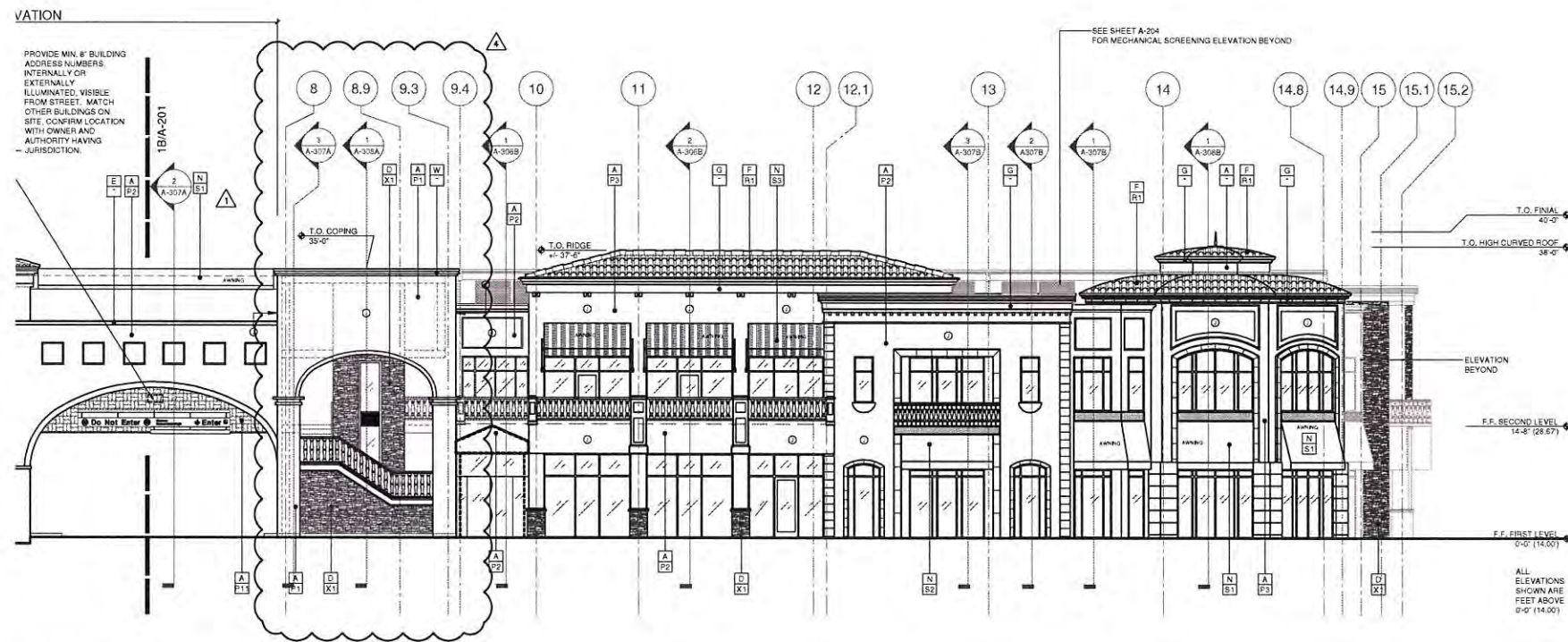
GARAGE ROOF

- DATE 1-16-13
- SCALE AS NOTED
- PROJECT NO. 10112-005
- APPROVED
- SHEET

A-104A



1A EXTERIOR ELEVATION - GARAGE SOUTH
1/8" = 1'-0"



1B EXTERIOR ELEVATION - RETAIL SOUTH
1/8" = 1'-0"

EXTERIOR FINISH SCHEDULE MATERIAL / ITEM

- A EXTERIOR CEMENT PLASTER - OMEGA COLORTEK SMOOTH/COAT FINISH
- B EXTERIOR CEMENT PLASTER - OMEGA COLORTEK LIGHT DASH FINISH
- C PAINTED CONCRETE
- D STONE VENEER
- E PRE-CAST CONCRETE - CAP, SURROUND, ETC. SEE DETAIL AS INDICATED
- F CLAY ROOF TILE - 2 PIECE MISSION CLAY TILES, BORAL ROOFING
- G GFRC - MOLDING, PIER, ENTABLATURE, CORNICE, PANEL, BALUSTRADE, ETC. SEE SECTIONS AND DETAILS
- H ALUMINUM STOREFRONT SYSTEM / WINDOW
- J DECORATIVE METAL - SEE DETAILS AS INDICATED
- K DECORATIVE PERGOLA / TRELLIS - SEE DETAILS AS INDICATED
- L DECORATIVE LIGHT FIXTURE
- M DECORATIVE CONTROL JOINT - SEE DETAILS AS INDICATED
- N FABRIC AWNING - BY OTHERS, GC TO PROVIDE SUPPORTS
- P DOOR/BI PER SCHEDULE
- R PRE-FINISHED METAL COPING / TRIM / FASCIA
- S BLACK WALL TILE
- T WOOD - FRAMING, MOLDING, TRIM, FASCIA ETC. SEE DETAILS AND SECTIONS
- W EPS MOLDING, TRIM WITH SMOOTH FINISH CEMENT PLASTER. SEE DETAILS AND SECTIONS
- X METAL LOUVER(S) SEE DETAILS AND SECTIONS
- Y DECORATIVE METAL TO BE SELECTED BY ARCHITECT
- Z TPO ROOFING PER SPECS AND PLAN; COLOR TAN

COLOR / FINISH

- P1 PLASTER COLOR: 66 PEARL GREY
- P2 PLASTER COLOR: 15 BIRCH WHITE
- P3 PLASTER COLOR: 432 MILKY QUARTZ
- P4 PAINT COLOR: VISTA PAINT OW 157
- P5 PAINT COLOR: VISTA PAINT OW 158
- P6 PAINT COLOR: VISTA PAINT OW 159
- P7 PAINT COLOR: VISTA PAINT OW 160
- P8 PAINT COLOR: VISTA PAINT 6555 TENDER TAN
- P9 PAINT COLOR: VISTA PAINT 8554 HERITAGE HILL
- P10 PAINT COLOR: VISTA PAINT 8552 SWISS CREAM
- P11 PAINT COLOR: VISTA PAINT 8550 DKG IT
- M1 ALUMINUM COLOR: ARCADIA STANDARD COLOR BRONZE
- M2 PPG GAP UC 106718XL DURANAR XL COPPER CANYON
- R1 BORAL ROOFING: ORIO ID#-0906-0027 RUSTIC CARMEL
- S1 ABBOTT INDUSTRIES: CANVAS, RED #4699 SEE NOTE #1
- S2 ABBOTT INDUSTRIES: CANVAS, GREEN #4671 SEE NOTE #1
- S3 ABBOTT INDUSTRIES: CANVAS, STRIPED #4699 SEE NOTE #1 (COORDINATING)
- X1 HARVEST ALTIMA MIX-RANDOM SPLIT NATURAL STONE, 1-1/4" THICK (+/- 1/2") MAX SIZE 10" X 18" STONES, 15 LBS/WT, ADHERE OVER LATHE AND TYPE S MORTAR.

EXTERIOR ELEVATION NOTES

- EXTERIOR CANOPY MATERIAL. CANOPIES SHALL BE CONSTRUCTED OF A RIGID FRAMEWORK WITH AN APPROVED COVERING THAT MEETS THE FIRE PROPAGATION PERFORMANCE CRITERIA OF NFPA 701 OR HAS A FLAME SPREAD INDEX NOT GREATER THAN 25 WHEN TESTED IN ACCORDANCE WITH ASTM E84 OR UL 723. PROVIDE A CERTIFICATE FROM THE MANUFACTURER OF THE AWNING SHOWING THAT THE FLAME SPREAD RATING COMPLIES WITH C.B.C. 3105.4.
- HW DOORS AND FRAMES TO MATCH COLOR OF ADJACENT WALL SURFACE. U.N.C.
- EXTERIOR FINISHES SHOWN CAN BE ASSUMED TO WRAP AROUND ELEMENT INDICATED ON SIDES AND OPPOSITE SIDE UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL VERIFY ALL EXTERIOR MATERIALS, COLORS AND FINISHES WITH THE ARCHITECT. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT FOR CLARIFICATION.
- COLORS SHALL BE SELECTED BY THE ARCHITECT FROM MFRS. STANDARD COLORS. FINISHES ARE ALSO REQUIRED AT PORTIONS OF INSIDE FACE OF PARAPETS EXPOSED TO PUBLIC VIEW.
- JBX FOR EXTERIOR SIGNAGE. SEE ELECTRICAL DRAWINGS.

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CONSTRUCTION
PLANNING REVIEW

MARINER'S POINT

WEST COAST HIGHWAY AT DOVER
NEWPORT BEACH, CA

03-09-12 INITIAL AGENCY SUBMITTAL
06-04-12 AGENCY REVISION 1
07-20-12 BID SET
11-07-12 VALUE ENGINEERING

TITLE

EXTERIOR ELEVATIONS

DATE 1-16-13

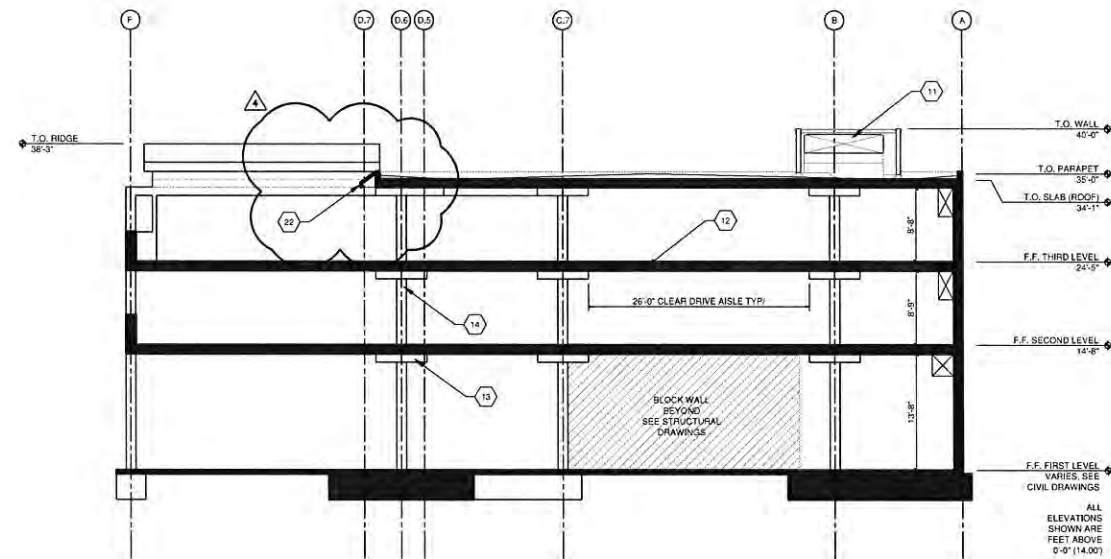
SCALE AS NOTED

PROJECT NO. 10112-005

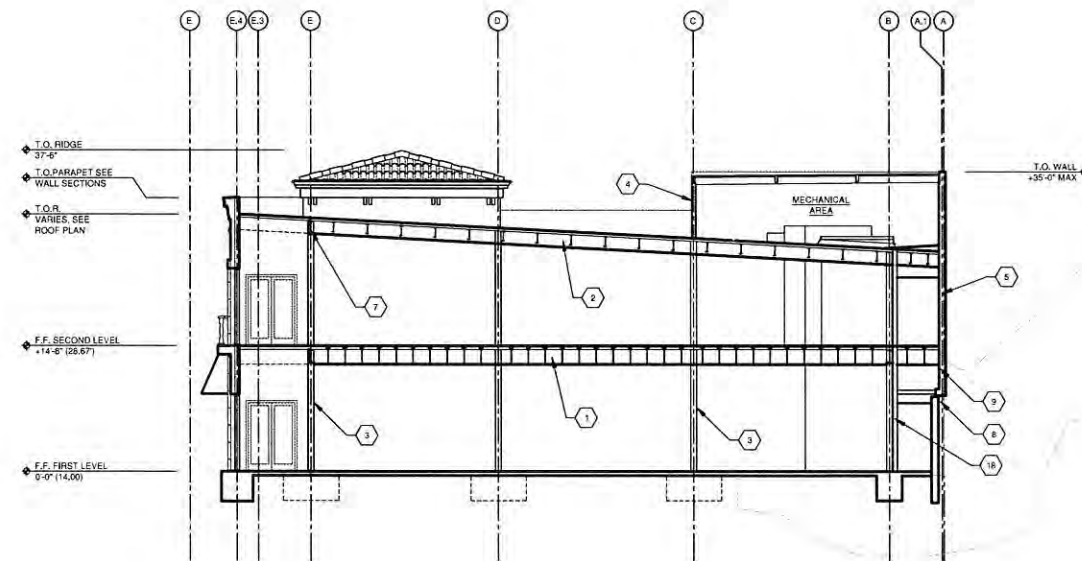
APPROVED

SHEET

A-201



1 BUILDING SECTION - GARAGE
1/8" = 1'-0"



2 BUILDING SECTION - RETAIL
1/8" = 1'-0"

SHEET KEYED NOTES

- 1 1-HR RATED FLOOR / CEILING ASSEMBLY. SEE FIRE RATED ASSEMBLY DETAIL A-11 / A-111.
- 2 1-HR RATED ROOF / CEILING ASSEMBLY. SEE FIRE RATED ASSEMBLY DETAIL B-1 / A-111.
- 3 1-HR FIRE PROTECTION OF ALL STRUCTURAL COLUMNS. SEE FIRE RATED ASSEMBLY DETAIL A-111.
- 4 MECHANICAL SCREENING. SEE 1-A-204 FOR ELEVATION.
- 5 2-HR RATED EXTERIOR WALL. SEE PLAN WALL TAGS AND WALL ASSEMBLY DETAIL C-1 / A-111.
- 6 1-HR RATED ROOF. SEE RATED ASSEMBLY DETAIL B-1 / A-111 AND ROOF PLAN FOR ROOFING SPECIFICATION.
- 7 1-HR RATED PROTECTION OF ALL BEAMS. SEE FIRE RATED ASSEMBLY DETAIL A-112.
- 8 RETAINING WALL. SEE CIVIL AND STRUCTURAL DRAWINGS.
- 9 GAP BETWEEN FRAMED WALL AND RETAINING WALL TOP. SEE WALL SECTIONS, EXTERIOR ELEVATIONS AND C-1 / A-111.
- 10 1-HR RATED VERTICAL SKIRT. SEE PLANS AND MECHANICAL DRAWINGS.
- 11 GARAGE EXHAUST DUCT ENCLOSURE. SEE ROOF PLAN, ELEVATIONS AND DETAILS.
- 12 GARAGE PLAT STRUCTURAL CONCRETE POST TENSIONED SLAB. SEE STRUCTURAL DRAWINGS.
- 13 TYPICAL COLUMN CHOP PANEL. SEE PLANS AND STRUCTURAL DRAWINGS. MUST NOT ENCROACH DRIVE AISLE / RECEIVING DOCK.
- 14 STRUCTURAL CONCRETE COLUMN.
- 15 SHEAR WALL BEYOND. SEE STRUCTURAL DRAWINGS.
- 16 ROOF FRAMED OVER CONCRETE ROOF SLAB. SEE PLANS AND WALL SECTIONS.
- 17 PENGOLA. SEE ELEVATIONS, DETAILS AND ROOF PLAN.
- 18 1-HR INTERIOR WALL TYPICAL. SEE WALL ASSEMBLY TYPES AND DETAILS.
- 19 UNOCCUPIED ATTIC SPACE ACCESS. SEE ROOF PLAN.
- 20 GARAGE EXHAUST DUCTING. SEE PLANS AND MECHANICAL DRAWINGS. MAINTAIN CLEARANCES AT PARKING STALLS.
- 21 SUSPENDED CEMENT BOARD CEILING BELOW RATED AREAS. SEE REFLECTED CEILING PLAN AND WALL SECTIONS.
- 22 FABRIC AWNING. SEE ELEVATIONS FOR COLOR AND TYPE.

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MARINER'S POINTE

WEST COAST HIGHWAY AT DOVER
NEWPORT BEACH, CA

03-09-12	INITIAL AGENCY SUBMITTAL
06-04-12	AGENCY REVISION 1
07-20-12	BID SET
11-07-12	VALUE ENGINEERING

TITLE

BUILDING SECTIONS

DATE	1-16-13
SCALE	AS NOTED
PROJECT NO.	10112-005
APPROVED	
SHEET	

A-304

NOT FOR
CONSTRUCTION
PLANNING REVIEW

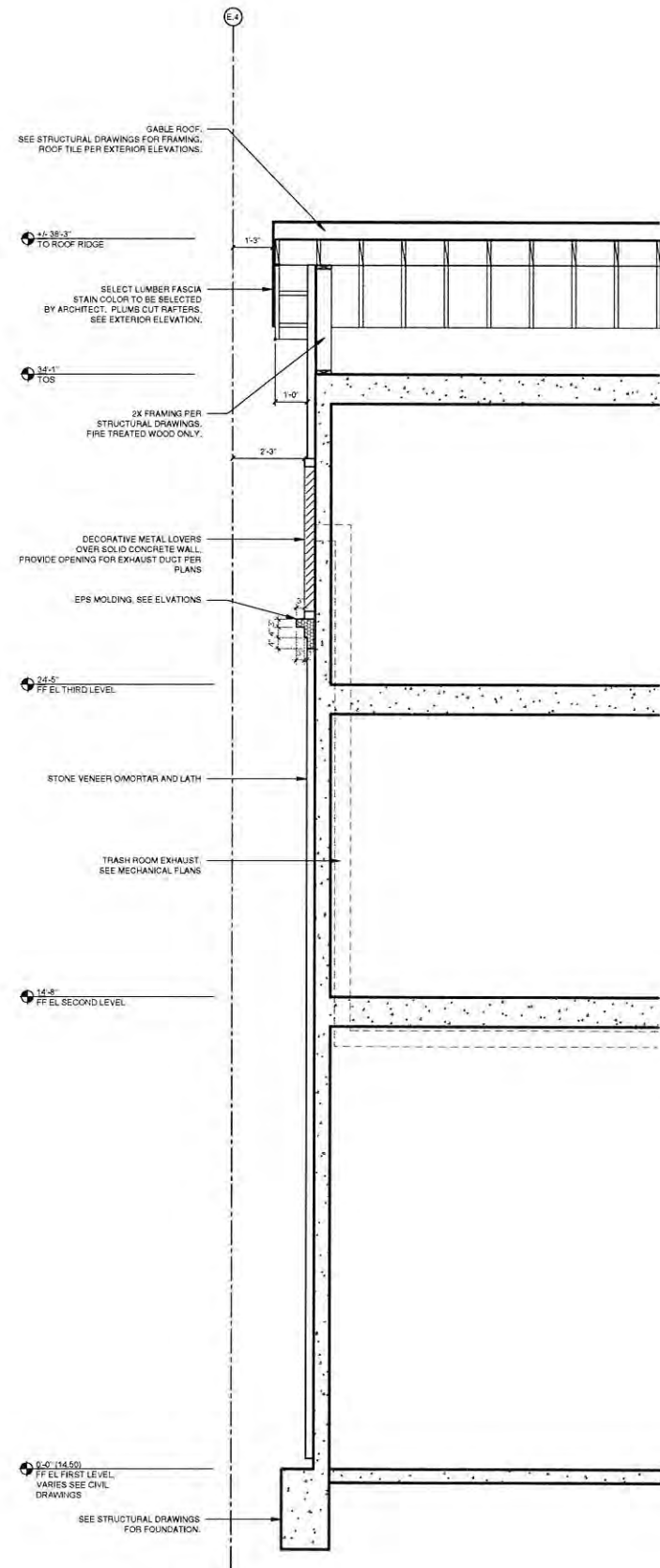
MARINER'S POINTE

WEST COAST HIGHWAY AT DOVER
NEWPORT BEACH, CA

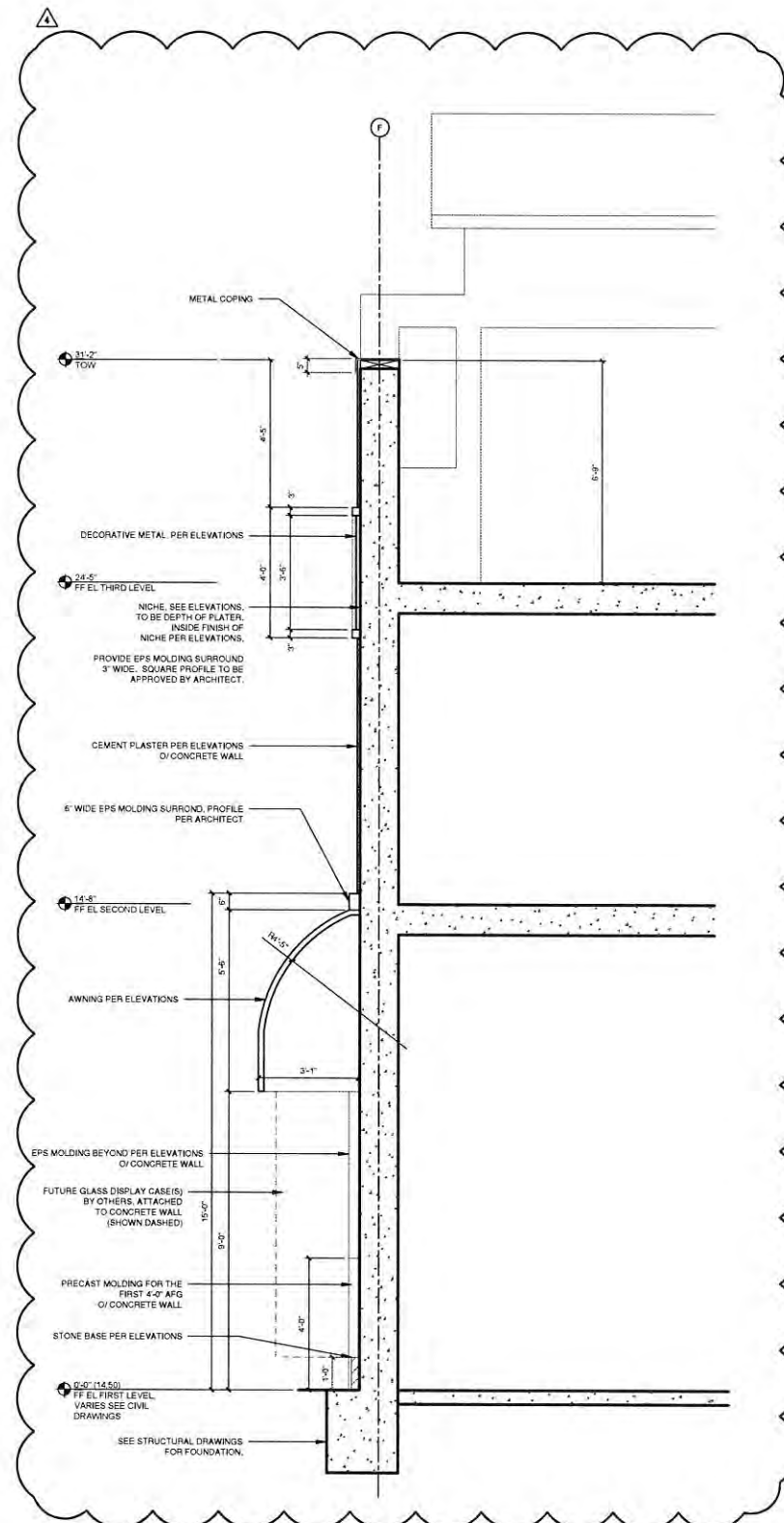
03-09-12	△ INITIAL AGENCY SUBMITTAL
07-20-12	△ BID SET
11-07-12	△ VALUE ENGINEERING
	△
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TITLE	
WALL SECTIONS GARAGE	
DATE	1-16-13
SCALE	AS NOTED
PROJECT NO.	10112-005
APPROVED	
SHEET	

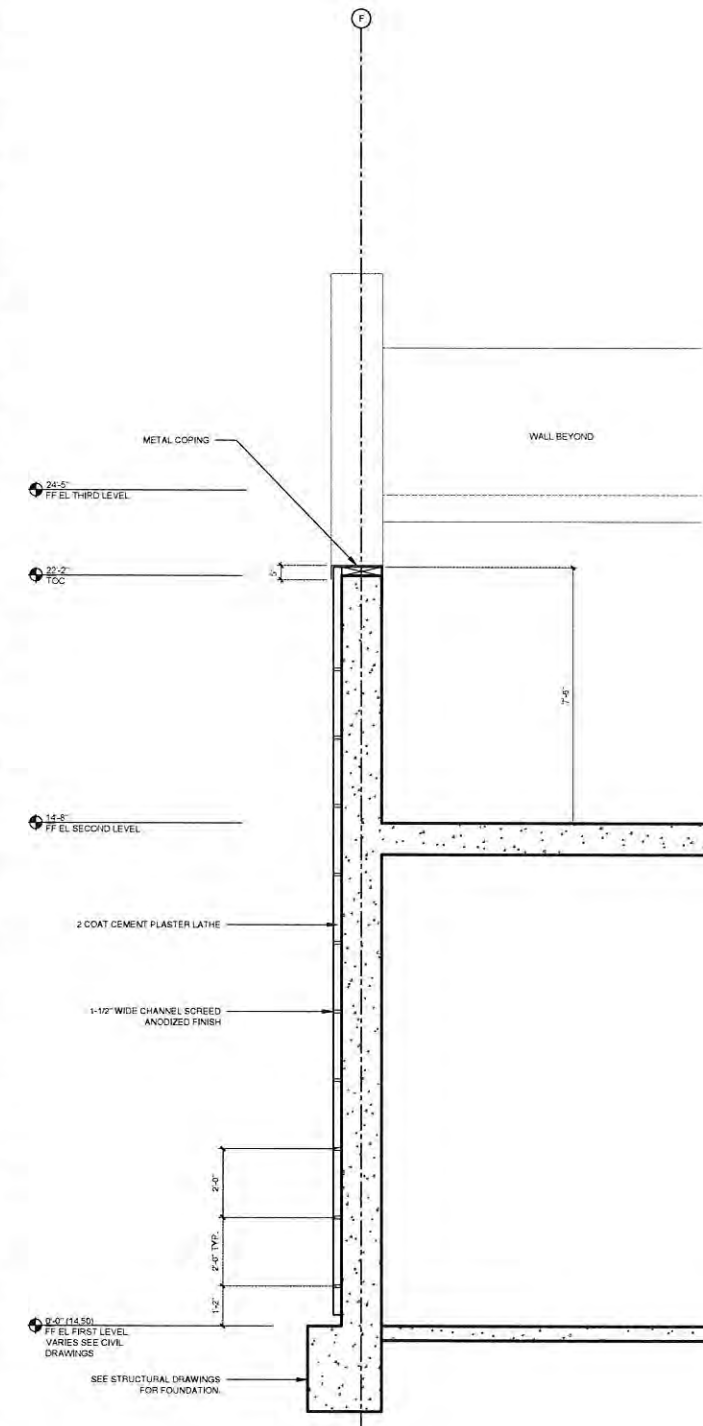
A-306A



1 WALL SECTION
1/2" = 1'-0"



2 WALL SECTION
1/2" = 1'-0"



3 WALL SECTION
1/2" = 1'-0"

Attachment No. PC 8

Colored Renderings of Proposed
Revisions



December 8, 2012

Mariner's Pointe

West Coast Highway at Dover
 Newport Beach, CA
 WINSTON'S JEWELERS c/o VBAS Properties, Inc
 18582 Beach Boulevard, Suite 226
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Flower Display Cases



South Elevation

January 16, 2013



Mariner's Pointe

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Attachment No. PC 9

June 7, 2012 Final Approved Landscaping
Plan

LANDSCAPE ARCHITECTURAL DRAWINGS for
MARINER'S POINTE
WEST COAST HIGHWAY. at DOVER
NEWPORT BEACH, CA

SPECIFIC PLAN NOTES

PROJECT PLAN APPROVED BY SITE PLAN REVIEW # 2009 - 02

GENERAL NOTES:

1. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO THE START OF CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE OWNERS REPRESENTATIVE OF ANY DISCREPANCIES.
2. CONTRACTOR SHALL VERIFY LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION AND SHALL BE HELD LIABLE FOR ALL DAMAGE INCURRED DURING CONSTRUCTION.
3. CONTRACTOR SHALL OBTAIN A CURRENT STRUCTURAL SOILS REPORT. THIS SOILS REPORT SHALL SUPERSEDE THE RECOMMENDATIONS AND DETAILS SHOWN ON THESE PLANS AND SPECIFICATIONS.
4. CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ALL SLEEVES AS INDICATED ON THE IRRIGATION PLANS WITH PAVING CONTRACTOR.
5. REFER TO SPECIFICATIONS FOR ACCEPTED STANDARDS OF MATERIALS AND WORKMANSHIP.
6. ALL FORMS AND ALIGNMENT OF Hardscape ITEMS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO POURING. (CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT A MINIMUM OF 48 HOURS PRIOR TO THE INSPECTION.)
7. CONTRACTOR SHALL NOT WILLFULLY PROCEED WITH CONSTRUCTION AND/OR GRADE DIFFERENCES WHEN IT IS OBVIOUS THAT UNKNOWN OBSTRUCTIONS AND/OR GRADE DIFFERENCES EXIST THAT MAY NOT HAVE BEEN KNOWN DURING DESIGN. SUCH CONDITIONS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNERS AUTHORIZED REPRESENTATIVE. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ALL NECESSARY REVISIONS DUE TO FAILURE TO GIVE SUCH NOTIFICATIONS.
8. THE LOCATION OF FEATURES TO BE CONSTRUCTED, NOT SPECIFICALLY DIMENSIONED, MAY BE DETERMINED BY SCALE. VERIFY ALL SUCH CONDITIONS WITH OWNERS NOTIFICATION.
9. ALL CURVE-TO-CURVE AND CURVE-TO-TANGENT LINES SHALL BE NEAT, TRIM, SMOOTH, AND UNIFORM.
10. ALL CONSTRUCTION AND INSTALLATION OF LANDSCAPE ITEMS SHALL BE PER LOCAL CODES AND ORDINANCES.
11. CONTRACTOR SHALL FULLY GUARANTEE ALL WORK FOR A ONE-YEAR PERIOD FROM OWNERS ACCEPTANCE OF WORK.
12. CONTRACTOR SHALL BE RESPONSIBLE FOR WEED ABATEMENT DURING THE CONTRACTORS MAINTENANCE PERIOD.
13. THE LANDSCAPE CONTRACTOR IS TO ENSURE THAT IRRIGATION AND DRAIN LINES ARE LOCATED AND INSTALLED SO THAT THE MATERIALS SHOWN ON THE PLANTING PLANS CAN BE ACCOMMODATED.
14. IF ANY CONCRETE WORK SHOWN ON THESE PLANS ADJUTS WOOD SIDING ON BUILDINGS, INSTALL GALVANIZED METAL FLASHING TO PROTECT WOOD SIDING.
15. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS AND SHALL BE RESPONSIBLE FOR THE PROPER INSTALLATION REFERENCED IN THE PLANS AND SPECIFICATIONS. ANY CONSTRUCTION NOT MEETING THE APPROVAL OF THE OWNER OR THE LANDSCAPE ARCHITECT SHALL BE REPLACED AT THE CONTRACTORS EXPENSE WITH ACCEPTABLE CONSTRUCTION.
16. ALL DIMENSIONS SHALL BE VERIFIED AGAINST EXISTING CONDITIONS AND ANY DISCREPANCIES REPORTED TO THE OWNERS REPRESENTATIVE.

MAINTENANCE RESPONSIBILITY NOTE:

OWNER WILL BE RESPONSIBLE to MAINTAIN ALL LANDSCAPE AREAS within THE LIMIT of WORK SHOWN on THESE PLANS.

UNDERGROUND SERVICE ALERT

CALL TOLL FREE: 1-800-422-4133
TWO WORKING DAYS BEFORE YOU DIG



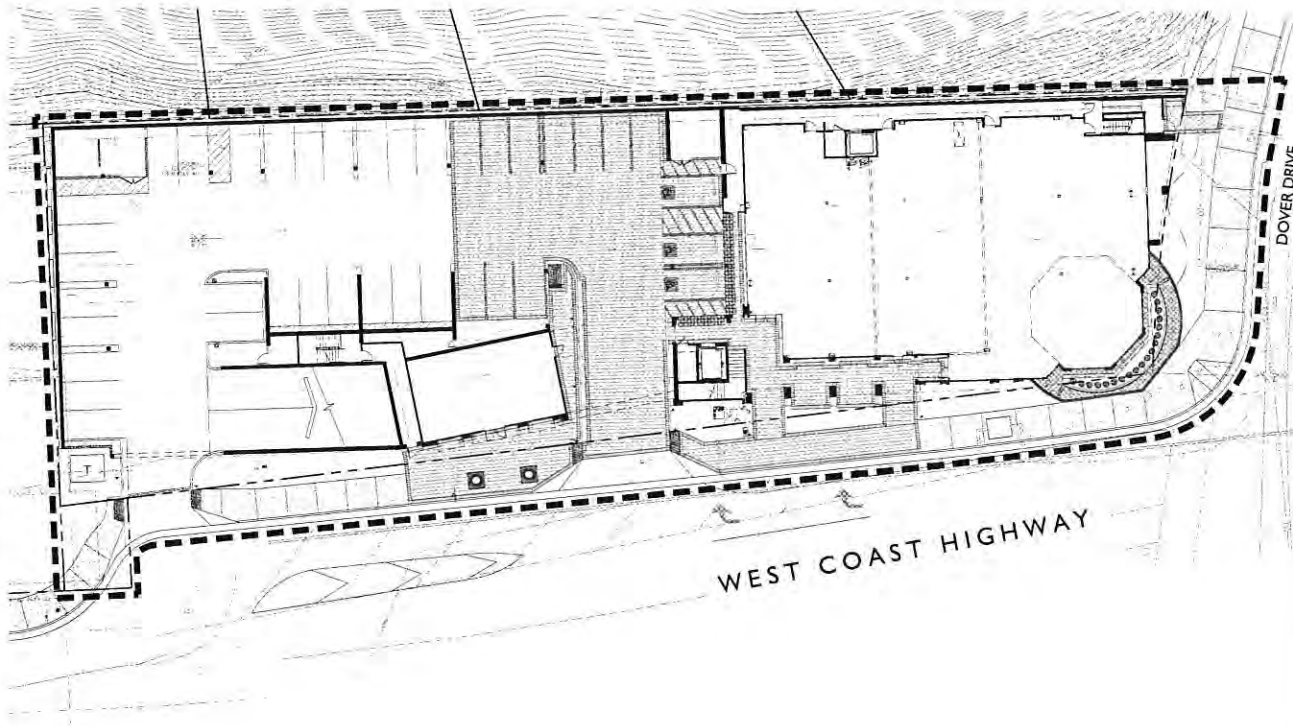
ABBREVIATIONS

ARCH.	ARCHITECT	ID	INSIDE DIAMETER
B.S.	(ARCHITECTURAL)	INV.	INVERT (ELEVATION)
C.B.	BOTTOM OF STEPS	L.A.	LANDSCAPE ARCHITECT
C.F.	CATCH BASIN	LP	LOW POINT
C.J.	CURB FACE	MAX.	MAXIMUM
C.L.	COLD JOINT	MIN.	MINIMUM
C.L.	CENTERLINE	N.I.C.	NOT IN CONTRACT
CHU	CONCRETE MASONRY UNIT	N.T.S.	NOT TO SCALE
C.O.	CLEAN OUT	O.C.	ON CENTER
COMP.	COMPACTED	P.A.	PLANTING AREA
CONC.	CONCRETE	PERF.	PERFORATED
CONT.	CONTINUOUS	POC	POINT OF CONNECTION
DIA.	DIAMETER	R	RADIUS
EA.	EACH	REBAR	REINFORCING BAR
EJ	EXPANSION JOINT	SH.	SIMILAR
F.F.E.	FINISH FLOOR ELEVATION	SL	SCORE LINE
F.G.	FINISH GRADE	SQ.	SQUARE
FGS	FACE OF STRUCTURE	T.C.	TOP OF CURB
F.L.	FLOW LINE	T.G.	TOP OF GRATE
F.S.	FINISH SURFACE	T.S.	TOP OF STEPS
FTG.	FOOTING	TYP.	TYPICAL
G.C.	GROUND COVER	VERT.	VERTICAL
HORIZ.	HORIZONTAL	W/	WITH
HP	HIGH POINT	W/O	WITHOUT
		W.W.M.	WELDED WIRE MESH

NOTES:

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NOTES



KEY MAP

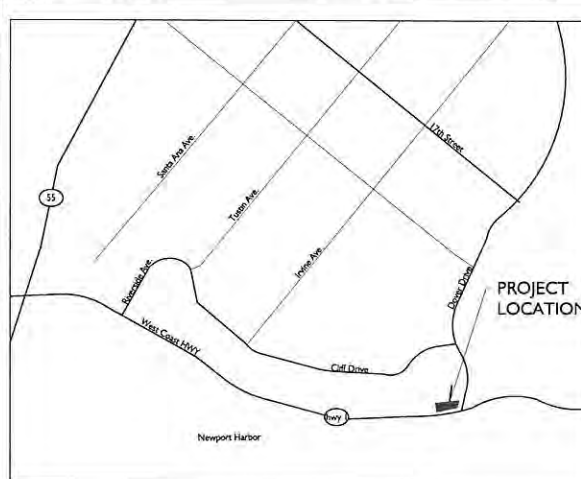
SCALE: N.T.S.

- LT.1
- LC.1
- LC.2
- LC.3 thru LC.4
- LC.5
- LI.1
- LI.2
- LI.3
- LI.4
- LP.1
- LP.2
- LP.3
- LP.4
- LP.5

TITLE SHEET

LANDSCAPE CONSTRUCTION PLAN
CONSTRUCTION NOTES and FINISH SCHEDULE
LANDSCAPE CONSTRUCTION DETAILS
LANDSCAPE CONSTRUCTION SPECIFICATIONS
LANDSCAPE IRRIGATION PLANS
IRRIGATION LEGEND, NOTES and CALCULATIONS
IRRIGATION DETAILS
IRRIGATION SPECIFICATIONS
TREE, VINE and TURF PLANS
SHRUB PLANS
PARKING GARAGE PLANTING PLAN
PLANTING DETAILS
PLANTING SPECIFICATIONS

SHEET INDEX



NOT TO SCALE

VICINITY MAP

OWNER

OWNER:
VBAS PROPERTIES
18582 BEACH BOULEVARD
HUNTINGTON BEACH, CA
92648

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CONTACT: TOD RIDGEMAN

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ELECTRICAL ENGINEER:
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CONTACT: TOM RUZKA

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GOVERNING AGENCIES

Issued For:	
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5.29.12	PLANNING COMMISSION
Revisions:	
6.04.12	AGENCY REVISION
8.01.12	AGENCY REVISION #2



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PROJECT:

**MARINER'S
POINTE**

WEST COAST HIGHWAY
AT DOVER
NEWPORT BEACH, CA

CLIENT:

**V.B.A.S.
PROPERTIES Inc.**

18582 BEACH BOULEVARD
HUNTINGTON BEACH, CA
92648



Job No.:

Drawn By: MJS

Checked By: MJS

Plan Date: AUGUST 1, 2012

Scale: N/A

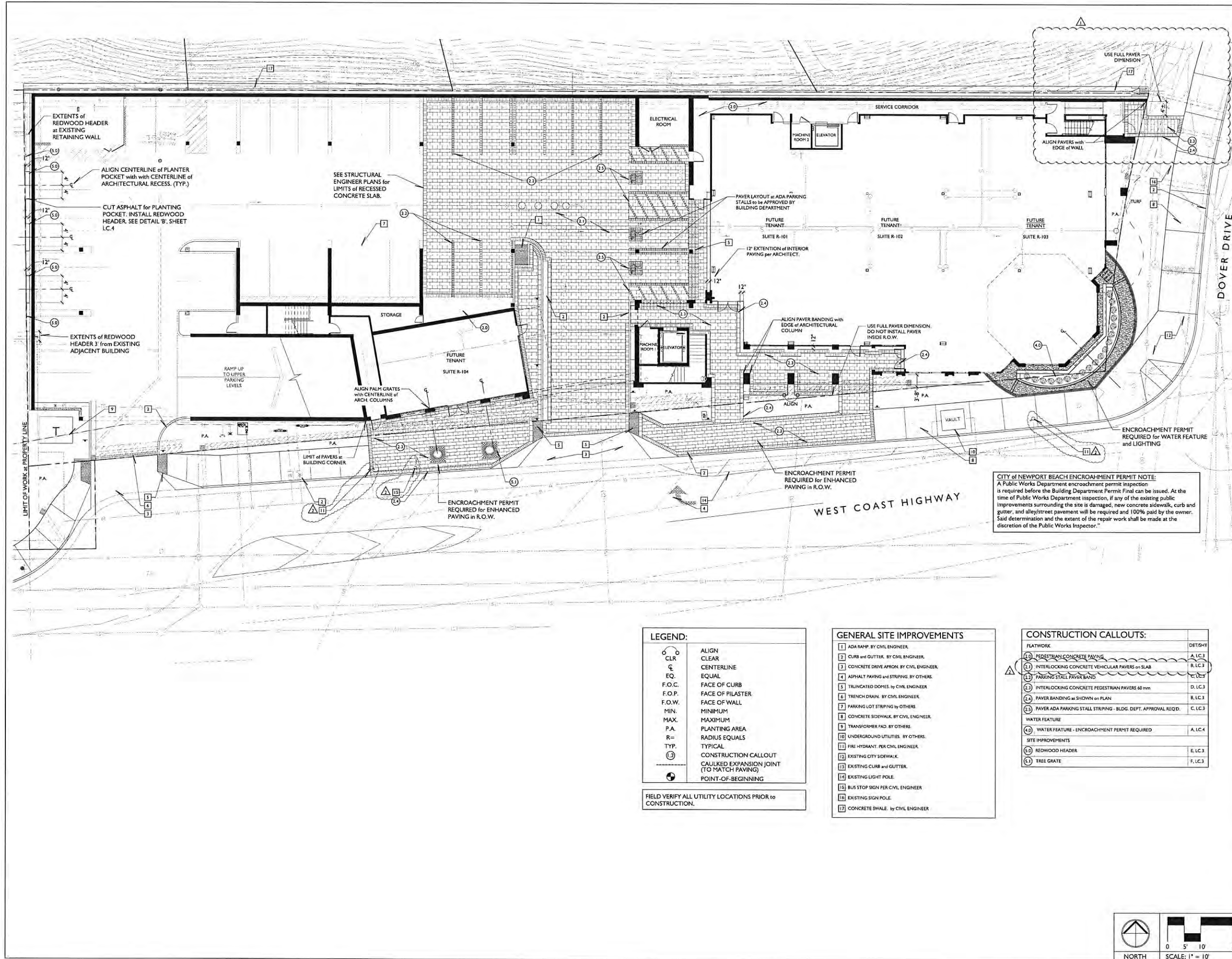
Title:

**TITLE
SHEET**

Sheet No.:

LT.1

Plan Status:
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DOCUMENTS



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LEGEND:

○ CLR	ALIGN
□	CLEAR
— EQ	CENTERLINE
— F.O.C.	EQUAL
— F.O.P.	FACE OF CURB
— F.O.W.	FACE OF PILASTER
— MIN.	FACE OF WALL
— MAX.	MINIMUM
— P.A.	PLANTING AREA
— R=	RADIUS EQUALS
— TYP.	TYPICAL
②	CONSTRUCTION CALLOUT
—	CAULKED EXPANSION JOINT (TO MATCH PAVING)
⊙	POINT-OF-BEGINNING

FIELD VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

- GENERAL SITE IMPROVEMENTS**
- 1 ADA RAMP, BY CIVIL ENGINEER.
 - 2 CURB and GUTTER, BY CIVIL ENGINEER.
 - 3 CONCRETE DRIVE APRON, BY CIVIL ENGINEER.
 - 4 ASPHALT PAVING and STRIPING, BY OTHERS.
 - 5 TRUNCATED DORIES, BY CIVIL ENGINEER.
 - 6 TRENCH DRAIN, BY CIVIL ENGINEER.
 - 7 PARKING LOT STRIPING, BY OTHERS.
 - 8 CONCRETE SIDEWALK, BY CIVIL ENGINEER.
 - 9 TRANSFORMER PAD, BY OTHERS.
 - 10 UNDERGROUND UTILITIES, BY OTHERS.
 - 11 FIRE HYDRANT, PER CIVIL ENGINEER.
 - 12 EXISTING CITY SIDEWALK.
 - 13 EXISTING CURB and GUTTER.
 - 14 EXISTING LIGHT POLE.
 - 15 BUS STOP SIGN PER CIVIL ENGINEER.
 - 16 EXISTING SIGN POLE.
 - 17 CONCRETE SWALE, BY CIVIL ENGINEER.

CONSTRUCTION CALLOUTS:	
FLATWORK	DETAILS
10 PEDESTRIAN CONCRETE PAVING	A, LC.3
11 INTERLOCKING CONCRETE VEHICULAR PAVERS on SLAB	B, LC.3
12 PARKING STALL PAVEMENT BAND	C, LC.3
13 INTERLOCKING CONCRETE PEDESTRIAN PAVERS 60 mm	D, LC.3
14 PAVEMENT BANDING as SHOWN on PLAN	B, LC.3
15 PAVEMENT ADA PARKING STALL STRIPING - BLDG. DEPT. APPROVAL REQ.	C, LC.3
WATER FEATURE	
16 WATER FEATURE - ENCROACHMENT PERMIT REQUIRED	A, LC.4
SITE IMPROVEMENTS	
17 REDWOOD HEADER	E, LC.3
18 TREE GRATE	F, LC.3



NORTH
SCALE: 1" = 10'

Stamp:



Job No.: -
Drawn By: MJS
Checked By: MJS
Plan Date: AUGUST 1, 2012
Scale: 1" = 10'
Title:
LANDSCAPE CONSTRUCTION PLAN
Sheet No.:
LC.1
Plan Status:
PERMIT/CONSTRUCTION DOCUMENTS

CONSTRUCTION NOTES

1. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO THE START OF CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE OWNERS REPRESENTATIVE OF ANY DISCREPANCIES.
2. CONTRACTOR SHALL NOT WILFULLY PROCEED WITH CONSTRUCTION WHEN IT IS OBVIOUS THAT UNKNOWN OBSTRUCTIONS AND / OR GRADE DIFFERENCES EXIST THAT MAY NOT HAVE BEEN KNOWN DURING DESIGN. SUCH CONDITIONS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNERS AUTHORIZED REPRESENTATIVE. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ALL NECESSARY REVISIONS DUE TO FAILURE TO GIVE SUCH NOTIFICATIONS.
3. CONTRACTOR SHALL OBTAIN A CURRENT STRUCTURAL SOILS REPORT. THIS SOILS REPORT SHALL SUPERSEDE THE RECOMMENDATIONS AND DETAILS SHOWN ON THESE PLANS AND SPECIFICATIONS.
4. THE LOCATION OF FEATURES TO BE CONSTRUCTED, NOT SPECIFICALLY DIMENSIONED MAY BE DETERMINED BY SCALE. VERIFY ALL SUCH CONDITIONS WITH OWNERS REPRESENTATIVE.
5. ALL CURVE-TO-CURVE AND CURVE-TO-TANGENT LINES SHALL BE NEAT, TRIM, SMOOTH, AND UNIFORM.
6. CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ALL SLEEVES AS INDICATED ON THE IRRIGATION PLANS WITH PAVING CONTRACTOR.
7. ALL FORMS AND ALIGNMENT OF LANDSCAPE ITEMS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO POURING. (CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT A MINIMUM OF 48 HOURS PRIOR TO THE INSPECTION.)

PAVER NOTES:

1. PAVER SHALL BE CLEAN AND FREE FROM FOREIGN MATERIALS BEFORE INSTALLATION.
2. INSTALLATION SHOULD START FROM A CORNER OR STRAIGHT EDGE AND PROCEED FORWARD OVER THE UNDISTURBED SAND LAYING COURSE.
3. PAVING WORK SHALL BE PLUMB, LEVEL, AND TRUE TO LINE GRADE; SHALL BE INSTALLED PROPERLY, COINCIDE AND ALIGN, WITH ADJACENT WORK AND ELEVATIONS.
4. PAVING STONES SHOULD BE INSTALLED HAND TIGHT ON THE UNDISTURBED SAND LAYING COURSE. STRING LINES SHOULD BE USED TO HOLD PATTERN LINES TRUE.
5. GAPS BETWEEN THE EDGE OF THE PAVER SURFACE SHALL BE FILLED WITH STANDARD PAVERS OR WITH PAVERS CUT TO FIT. CUT PAVERS SHOULD BE NO SMALLER THAN ONE THIRD THE SIZE OF FULL PAVERS. CARE SHOULD BE TAKEN WHEN ESTABLISHING THE LAYING PATTERN TO INSURE THAT LESS THAN ONE THIRD PAVERS ARE MININIZED.
6. PAVERS ARE SET INTO THE SAND LAYING COURSE BY ROLLER OR PLATE VIBRATOR CAPABLE OF 3,000 TO 5,000 COMPACTION FORCE. VIBRATION SHALL BE CONDUCTED IN CROSSING PATHS UNTIL THE PAVEMENT SURFACE IS SMOOTH AND REQUIRED ELEVATION IS ACHIEVED. GAPS BETWEEN PAVERS SHOULD AT THIS POINT SHOULD BE FILLED TO ABOUT TWO THIRDS OF THE PAVERS FULL HEIGHT. GAPS BETWEEN EDGES SHOULD BE NO MORE THAN 3/16" WIDE AFTER VIBRATION. GAPS GREATER THAN 3/16" SUGGEST THAT LESS THAN SATISFACTORY INTERLOCK WILL BE ACHIEVED. PAVERS WITHIN THREE FEET OF UNRESTRAINED EDGES MUST NOT BE COMPACTED.
7. ONCE PAVERS ARE VIBRATED INTO PLACE, CLEAN, DRY SAND SHALL BE BROOMED OVER THE PAVEMENT SURFACE AND VIBRATED ONCE MORE INTO THE REMAINING UNFILLED GAPS BETWEEN PAVERS TO THE HEIGHT OF THE JOINT BEVEL. SURPLUS SAND SHOULD BE SWEEP FROM THE PAVEMENT SURFACE AND DISPOSED OF.
8. THE COMPLETED PAVING STONE INSTALLATION SHOULD BE WASHED DOWN AND CLEANED TO PROVIDE A CLEAN FINISHED WORKMANLIKE INSTALLATION.

LIST OF INSPECTIONS

THE CONTRACTOR SHALL CONTACT THE OWNERS REPRESENTATIVE 48 HOURS IN ADVANCE OF, AND COORDINATE, THE FOLLOWING INSPECTIONS (BUT NOT LIMITED TO):

1. PRE-JOB CONFERENCE.
2. AT COMPLETION OF FINISH GRADING.
3. LAYOUT OF SHOVEL CUTS BUT PRIOR TO INSTALLATION.
4. LAYOUT OF PAVING BUT PRIOR TO INSTALLATION.
5. LAYOUT OF WALLS AND PILASTERS BUT PRIOR TO INSTALLATION.
6. DURING ENTIRE IRRIGATION INSTALLATION TO VERIFY AND INSPECT THE FOLLOWING (BUT NOT LIMITED TO):
- a. POINT OF CONNECTIONS
- b. BACKFLOW PREVENTION DEVICES
- c. TRENCHING FOR PIPES
- d. ELECTRICAL CONNECTIONS
- e. CONTROL VALVES
- f. COVERAGE
7. AT DELIVERY OF ALL PLANT MATERIALS TO THE SITE.
8. WHEN TREES AND SHRUBS ARE SPACED FOR PLANTING BUT BEFORE HOLES ARE EXCAVATED.
9. AT PRE-MAINTENANCE INSPECTION.
10. AT FINAL INSPECTION.

CONCRETE PAVING NOTES

1. THE CONTRACTOR SHALL VERIFY WITH PROJECT STRUCTURAL SOILS ENGINEER THE NEED FOR REINFORCING, BASE MATERIALS, PRESATURATION, AND OTHER REQUIREMENTS FOR PAVING AREAS.
2. ALL CONCRETE PAVING SECTIONS SHALL BE A MINIMUM OF 3 1/2" THICK UNLESS OTHERWISE NOTED.
3. PAVING AND CONCRETE CONTRACTOR(S) SHALL COORDINATE HIS WORK WITH ELECTRICIAN, DRAIN LINE CONTRACTOR AND IRRIGATION CONTRACTOR FOR SLEEVING, PIPING, AND CONDUIT UNDER ALL PAVING AS REQUIRED.
4. THE CONTRACTOR SHALL HOLD FINISH GRADE (1") INCH BELOW FINISH SURFACE.
5. THE CONTRACTOR SHALL SLOPE ALL FINISH SURFACE AREAS A MINIMUM OF ONE PERCENT, UNLESS NOTED OTHERWISE.
6. ALL WALKS SHALL HAVE CROSS FALL OF ONE PERCENT MINIMUM.
7. REFER TO FINISH SCHEDULE FOR CONCRETE FINISH.
8. ALL WALK INTERSECTIONS SHALL BE 90 DEGREES UNLESS NOTED OTHERWISE.
9. ALL RADII AT WALK INTERSECTIONS SHALL BE 36" UNLESS NOTED OTHERWISE.
10. FULL DEPTH EXPANSION JOINTS ARE TO BE SPACED AT MAXIMUM 20' O.C., SCORE LINES TO BE MAXIMUM 10' O.C.
11. ALL FORMS AND ALIGNMENT OF PAVING SHALL BE INSPECTED AND CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT A MINIMUM OF 48 HOURS PRIOR TO INSPECTION.
12. REFER TO PRECISE GRADING PLAN FOR FINISH GRADES AND DRAINAGE.

FOUNTAIN NOTES

1. THE FOUNTAIN KIT SHALL BE INSTALLED IN CONFORMANCE WITH GOVERNING CODES AND ORDINANCES, AND MANUFACTURERS SPECIFICATIONS AND INSTRUCTIONS.
2. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL SPECIFIED EQUIPMENT.
3. THE CONTRACTOR SHALL CLEAN, SERVICE AND MAINTAIN THE FOUNTAIN AND EQUIPMENT FOR A MINIMUM OF 60 DAYS.
4. THE CONTRACTOR SHALL PROVIDE OWNER/DEVELOPER OR H.O.A. WITH ALL SERVICE MANUALS, CATALOGS, ETC. FOR EQUIPMENT PROVIDED AND INSTALLED.
- SUPPLIER:
- SLEEVING AND SERVICE PROVISIONS SHALL BE COORDINATED WITH ALL OTHER APPROPRIATE CONTRACTORS.

SYMBOL	ITEM	MANUFACTURER/SUPPLIER	COLOR	FINISH	COMMENTS
FLATWORK					
(20)	NATURAL GRAY CONCRETE PAVING with SAW CUTS PER PLAN	N/A	NATURAL GRAY	ACID ETCH (SEE COMMENTS)	APPLY TOPCOAT WASH RETARDER (03 ACID ETCH FINISH) AVAILABLE THRU GRACE CONST. PRODUCTS OR EQUAL 677-433-4491 WITH WHITE IMPREGNATING SEALER. CONTRACTOR TO PROVIDE CUT SHEET TO L.A. FOR APPROVAL.
(21) (23) (24)	FIELD: COMBED STONE 5 PIECE 60mm x PEDESTRIAN 5 PIECE 60mm x VEHICULAR BANDING: 8" x 12" PAVER BANDING	ACKERSTONE CONTACT: MIKE MILLARD 949.241.6669	COLORS (FIELD): TALEGA BLEND - FACE MIX PAVER BANDING: COLOR: MOCHA	NO CHAMFER LIGHT SHOT BLAST NO CHAMFER LIGHT SHOT BLAST	PATTERN: RANDOM ASHLAR for FIELD FLAT TOP/NO CHAMFER INSTALL CLASS 2 ROAD BASE SAND SET SEAL WITH SURBOND S8 1300 OR EQUAL JOINT SAND-LOGICAL RESOURCE POLYMERIC OR EQUAL
(25)	ADA PARKING STALL PAVER KIT 48" x 48" x 80mm	ACKERSTONE CONTACT: MIKE MILLARD 949.241.6669	SEE DETAIL 'C', SHEET LC.3	NO CHAMFER LIGHT SHOT BLAST	PATTERN: SEE DETAIL 'C', SHEET LC.3 FLAT TOP/NO CHAMFER INSTALL CLASS 2 ROAD BASE SAND SET SEAL WITH SURBOND S8 1300 OR EQUAL JOINT SAND-LOGICAL RESOURCE POLYMERIC OR EQUAL
(23)	4" x 4" x 80mm COMBED STONE STANDARD STALL STRIPING BAND	ACKERSTONE CONTACT: MIKE MILLARD 949.241.6669	SIZE: 4" x 4" (COMBED STONE) THICKNESS: 80mm COLOR: MOCHA	NO CHAMFER LIGHT SHOT BLAST	PATTERN: SEE DETAIL 'C', SHEET LC.3 FLAT TOP/NO CHAMFER INSTALL CLASS 2 ROAD BASE SAND SET SEAL WITH SURBOND S8 1300 OR EQUAL JOINT SAND-LOGICAL RESOURCE POLYMERIC OR EQUAL
SITE FURNISHINGS					
(40)	METAL TREE GRATE KEVA 5' x 5'	URBAN ACCESSORIES 877.487.0488 AVAILABLE THRU: RECREATION REPUBLIC CONTACT: SUZANNE ANDERSON 760.846.1180	CAST IRON	RAW CAST IRON	



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Scale: SEE DETAIL

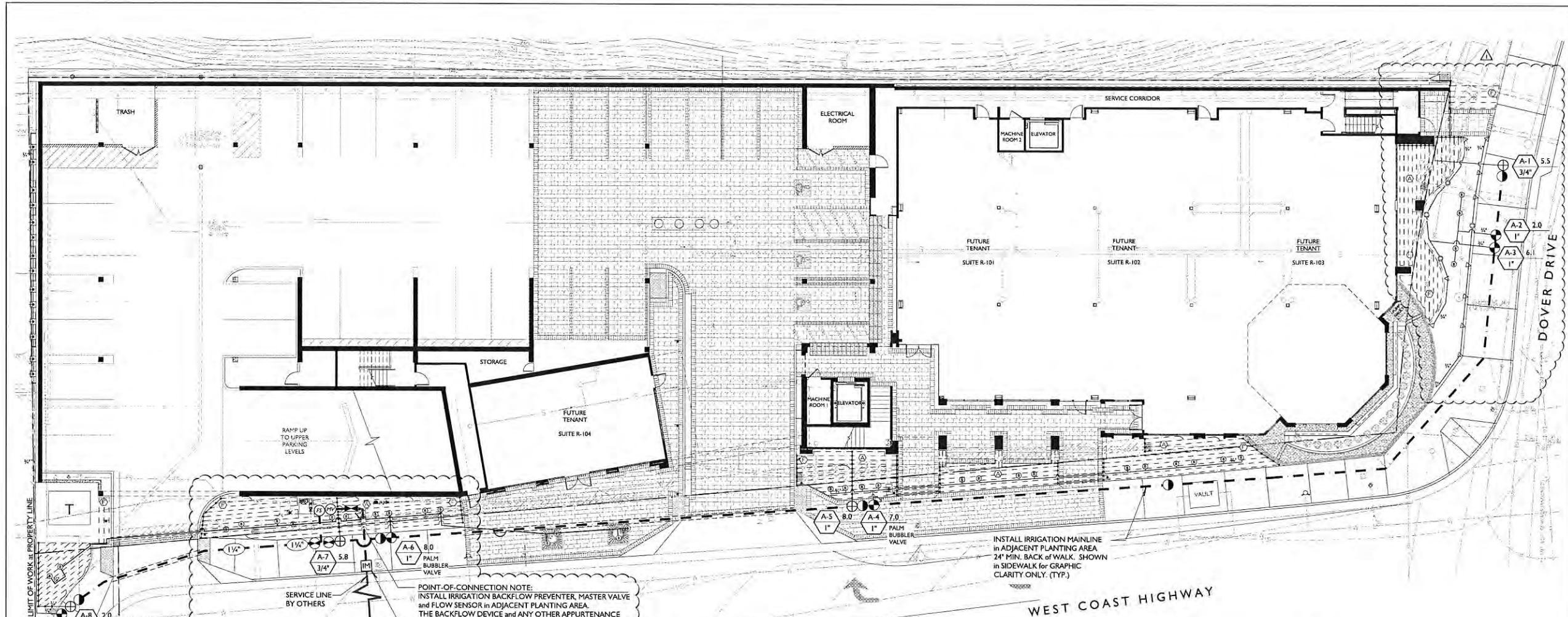
Title:

CONSTRUCTION
NOTES and
FINISH SCHEDULE

Sheet No.:

LC.2

Plan Status:
PERMIT/CONSTRUCTION
DOCUMENTS



POINT-OF-CONNECTION NOTE:
INSTALL IRRIGATION BACKFLOW PREVENTER, MASTER VALVE and FLOW SENSOR in ADJACENT PLANTING AREA. THE BACKFLOW DEVICE and ANY OTHER APPURTENANCE ARE TO BE SCREENED with PLANT MATERIAL.
1" DEDICATED LANDSCAPE METER. SEE CIVIL ENGINEERING PLANS for LOCATION.

INSTALL IRRIGATION MAINLINE in ADJACENT PLANTING AREA 24" MIN. BACK OF WALK. SHOWN in SIDEWALK for GRAPHIC CLARITY ONLY. (TYP.)

IRRIGATION LEGEND									
SYMBOL/NOZZLE		MANUF. MODEL NO. / DESCRIPTION		PSI		Q		H	
						F		RAD	
IRRIGATION SPRAY HEADS									
△	TORO	570Z-6-PRX-COM-Q-10 Q.H.	POP-UP TURF SPRAY	30	0.17	0.34	0.68	6-8	
⊠	TORO	570Z-4-PRX-COM-Q-10 Q.H.	POP-UP TURF SPRAY	30	0.26	0.51	1.03	8-10	
⊙	TORO	570Z-6-PRX-COM-Q-12 Q.H.	POP-UP TURF SPRAY	30	0.37	0.74	1.48	10-12	
IRRIGATION BUBBLER HEADS									
⊙	RAINBIRD	RVS-B-C-1400-64	ROOT WATERING SYSTEM or APPROVED EQUAL (2 BUBBLERS per TREE)	30	0.50			0	
⊙	RAINBIRD	1400 SERIES BUBBLERS	on RISER.	30	1.0			0-2	
IRRIGATION UTILITIES									
M	WATER METER	1" DEDICATED LANDSCAPE METER and SERVICE LINE by OTHERS.							
⊠	FEBCO 825Y	1" BACKFLOW PREVENTION UNIT - TO BE INSTALLED in STRONG BOX ENCLOSURE 58BC-LOW PROFILE SMOOTH TOUCH, POWDER COATED COLOR GREEN.							
⊙	WILKINS KING BROS.	GATE VALVE - BLOCKED TRUE UNION PVC - 2" & SMALLER (LOCATE in PLANTING AREAS - SHOWN FOR CLARITY ONLY).							
⊙	RAINBIRD	33-LRC 1/2" QUICK COUPLER VALVE with LOCKING RUBBER CAP							
⊙	RAINBIRD	PEB SERIES - PLASTIC INDUSTRIAL ELECTRIC REMOTE CONTROL VALVE (SIZE AS SHOWN ON PLAN)							
⊙	RAINBIRD	1" MASTER VALVE - PEB SERIES							
⊙	RAINBIRD	1" FLOW SENSOR - FS100							
IRRIGATION CONTROLLER									
⊠	RAINBIRD	ESP-100E WALL MOUNT CONTROLLER with RAINBIRD WEATHER SMART ET MANAGER and NECESSARY ACCESSORIES. WEATHER REACH SIGNAL PROVIDER 1 (B77) 351-4588. ALLOW TWO EXTRA AVAILABLE STATIONS MIN. INCLUDING MASTER VALVE STATION.							
NO SYMBOL	RAINBIRD	WR2-RC WIRELESS RAIN SENSOR. INSTALL per MANUFACTURER'S SPECIFICATIONS.							
⊠	120 VOLT ELECTRICAL POWER for CONTROLLER	PROVIDED BY ELECTRICIAN. FIELD VERIFY ACTUAL LOCATION.							
SUBSURFACE IRRIGATION									
⊕	RAINBIRD	XCZ-075, -100, -150-B-COM REMOTE CONTROL VALVE KIT WITH PRESSURE REGULATOR							
---	NETAFIM	NETAFIM TECHLINE-CV and TECHFILTER with 0.60 GPM EMITTERS 12" ON CENTER. ALL TUBING SHALL BE INSTALLED 4" BELOW FINISHED SOIL GRADE w/ 9" WIRE STAKES FIVE (5) FEET ON CENTER. VERIFY THE LAYOUT AND 12" SPACING in the FIELD PRIOR to STARTING WORK. INSTALL and MAINTAIN SURFACE DRY SYSTEM per MANUFACTURER'S SPECIFICATION.							
---	NETAFIM	NETAFIM FITTINGS FOR CONNECTION BETWEEN PVC LATERAL LINES AND NETAFIM TUBING							
---	AS APPROVED	SUPPLY/EXHAUST PVC HEADER. SIZE per LEGEND SEE BELOW.							
⊕	NETAFIM	TECHLINE CV MANUAL LINE FLUSH VALVE - PROVIDE SCH 40 OR SCH 80 SOLVENT WELD BALL VALVE FOR FLUSH OFF OF PVC EXHAUST MANIFOLD PIPESIZE PER PLAN). INSTALL FLUSH VALVE INSIDE 6" ROUND VALVE BOX. ONE AT THE END OF ANY TECHLINE CV LATERAL or PVC EXHAUST HEADER. INSTALL MINIMUM OF ONE FLUSH VALVE PER MAXIMUM OF 800' OF TUBING. MULTIPLE FLUSH VALVES MAY BE REQUIRED WITHIN TECHLINE-CV LAYOUT. ALWAYS INSTALL VALVES in OPPOSITE DIRECTIONS OF THE PVC/COMP CONNECTION MANIFOLD.							
⊕	RAINBIRD	ARV-100 AIR/VACUUM RELIEF VALVE INSTALLED WITH A FT-650 COMBINATION TEE AND A 3/4" x 1/2" REDUCER BUSHING. INSTALL AIR RELIEF ASSEMBLY INSIDE A 6" ROUND VALVE BOX AT THE HIGH POINT OF EACH PLANTER. MIN. 1' AVE PER 500' OF DISTRIBUTION TUBING. USING AIR RELIEF LATERAL. CONNECT AIR RELIEF VALVE TO ALL TECHLINE LATERALS WITHIN THE ELEVATED AREA.							
⊕	RAINBIRD	MULTIPLE ARV'S SHALL BE REQUIRED PER ROW WITHIN UNFLATTENING AREAS. VERIFY QUANTITY PRIOR to STARTING WORK. FLUSH VALVES and AIR RELIEF VALVES SHOWN DIAGRAMMATICALLY. INSTALL VALVE BOX 18" FROM PAVING AND AT HIGH POINTS OF PLANTER AREA. INSTALL ALL AIR VACUUM RELIEF EQUIPMENT per MANUFACTURER'S SPECIFICATIONS.							

IRRIGATION PIPING	
---	AS APPROVED NON-PRESSURE LATERAL PVC PIPE SCH. 40 FOR SIZES 3/4" - 2" W/ PVC SCH. 40 FITTINGS - BURY MIN. 12" BELOW GRADE (SIZE AS NOTED ON PLAN).
---	AS APPROVED PRESSURE MAINLINE SCH. 40 PVC IN PLANTER AREA FOR SIZES 3/4" - 1 1/2", FOR 2" & LARGER USE CLASS 315 PVC. BURY MIN. 18" BELOW GRADE (SIZE AS NOTED ON PLAN).
---	AS APPROVED PVC PIPE SCH. 40 SLEEVING, TWICE THE DIAMETER OF PIPE OR WIRE BUNDLE CARRIED - EXTEND 12" BEYOND EDGE OF PAVING & PLACE BELOW ALL PAVING, HARDSCAPE, ETC., AND AS DIRECTED BY OWNERS AUTHORIZED REPRESENTATIVE.
NO SYMBOL	AS APPROVED INSTALL CONCRETE THRUST BLOCK on ALL ANGLED MAINLINE
VALVE KEY:	
⊕	VALVE NUMBER
⊕	GPM
⊕	VALVE SIZE
TECHLINE SUPPLY/EXHAUST LATERAL PIPE SIZING:	
ZONE FLOW	PIPE SIZE
0 - 5 GPM	TECHLINE TUBING or 1/2" PVC
5 - 8 GPM	3/4" PVC
8.1 - 13 GPM	1" PVC
13.1 - 22 GPM	1 1/4" PVC
22.1 - 30 GPM	1 1/2" PVC

REFERENCE NOTES:
FOR GENERAL IRRIGATION NOTES & CALCULATIONS SEE SHEET LI.2
FOR ESTIMATED WATER USE & SCHEDULE SEE SHEET LI.2
FOR IRRIGATION DETAILS SEE SHEETS LI.3
FOR IRRIGATION SPECIFICATIONS SEE SHEET LI.4

CITY of NEWPORT BEACH MUNICIPAL CODE 14.17 - WATER ORDINANCE NOTE
THE IRRIGATION SYSTEM WAS DESIGNED to MEET THE REQUIREMENTS of THE CITY of NEWPORT BEACH MUNICIPAL CODE 14.17 WATER EFFICIENT LANDSCAPE ORDINANCE.

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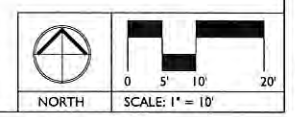
Job No.: -
Drawn By: MJS
Checked By: MJS
Plan Date: AUGUST 1, 2012
Scale: 1" = 10'
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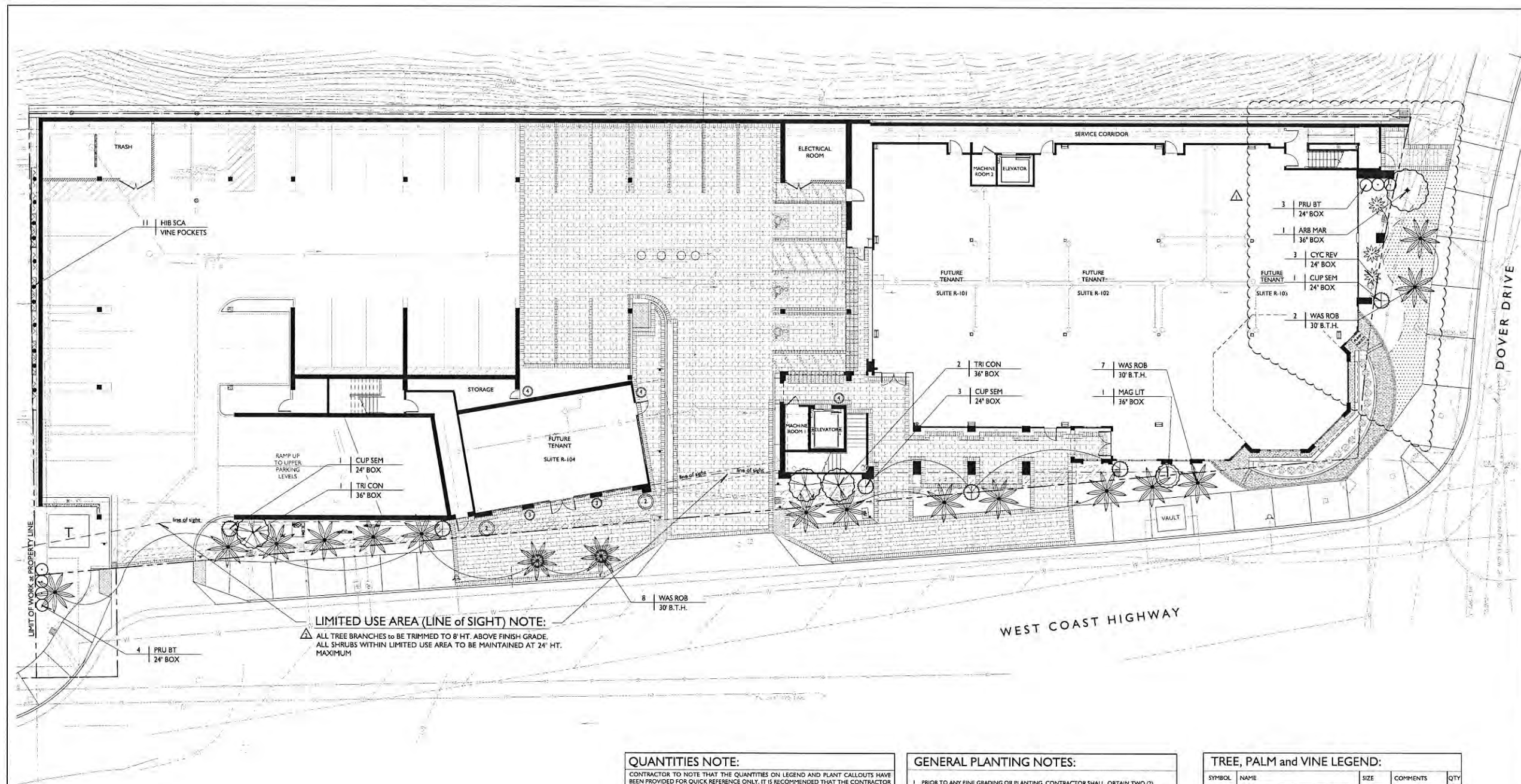
LANDSCAPE
IRRIGATION
PLAN

Sheet No.:

LI.1

Plan Status:
PERMIT/CONSTRUCTION
DOCUMENTS





LIMITED USE AREA (LINE OF SIGHT) NOTE:
 ALL TREE BRANCHES TO BE TRIMMED TO 8' HT. ABOVE FINISH GRADE.
 ALL SHRUBS WITHIN LIMITED USE AREA TO BE MAINTAINED AT 24\"/>

POT and PLANT SCHEDULE					
SYMBOL	QTY	DESCRIPTION	FINISH	AVAILABLE FROM	PLANT MATERIAL (PER POT)
1	SEE SHEET LP.3 PLANTING and POTTERY SCHEDULE at UPPER LEVEL PARKING.				
2	2	WILSHIRE PLANTER 48" X 48" QW-K54546P - LC	C9-TI MISSION WHITE METAL SEALER	QUICKCRETE ATTN: BRIAN GOTZ 714.309.6564	1 - 36" BOX: <i>OLEA</i> 'SWAN HILL' - FRUITLESS OLIVE 6 - 1 GAL. <i>ROSEMARINUS</i> 'HUNTINGTON CARPET' 6- 4" POTS <i>PELAGONIUM</i> X <i>DOMESTICUM</i> 'BRIGHT RED'
3		SAVANNAH 28" X 27" Q5-SAV237P - LC	C6-TI CHARCOAL GRAY METAL SEALER	QUICKCRETE ATTN: BRIAN GOTZ 714.309.6564	1 - 24" BOX <i>LIGULASTRUM</i> PYRAMID TOPARY 4" POTS STAINLESS COLOR
4	3	GREENFIELD ROUND 20" X 45" QK-GF2045P LITE CRETE	C6-TI CHARCOAL GRAY METAL SEALER	QUICKCRETE ATTN: BRIAN GOTZ 714.309.6564	1-20 GAL. <i>RHAPHIS</i> EXCELSA - LADY FINGER PALM 6 - 6" POTS HANGING COMMON IVY

POTS TO RECEIVE SELF-WATERING LINERS. AVAILABLE FORM: TOTAL # OF TREES IN POTS: 5

PLANTER IRRIGATION NOTE:
 * ALL POTS TO RECEIVE SELF WATERING SYSTEM. CWI CLASSIC BY PLANTER TECHNOLOGY (AVAIL. THRU. TOURNESOL) OR EQUAL. SEE SELF-IRRIGATION SYSTEM DETAILS SHEET LP.3)

QUANTITIES NOTE:
 CONTRACTOR TO NOTE THAT THE QUANTITIES ON LEGEND AND PLANT CALLOUTS HAVE BEEN PROVIDED FOR QUICK REFERENCE ONLY. IT IS RECOMMENDED THAT THE CONTRACTOR NOT RELY ON THE ACCURACY OF THESE QUANTITIES AND PROVIDE THEIR OWN PLANT MATERIAL COUNTS AT THE TIME OF PREPARING BID. ANY DISCREPANCY IN THE PLANT QUANTITIES AND SIZES SHOULD BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE LANDSCAPE ARCHITECT.

TREE ROOT BARRIER NOTE:
 ROOT BARRIERS ARE REQUIRED WHERE TREES ARE PLANTED LESS THAN FIVE (5) FEET OF SIDEWALK, WALLS, BUILDINGS, STRUCTURES, CURBS, PAVING, PUBLIC IMPROVEMENTS WITHIN R.O.W. (TYP.). WATER, SEWER, STORM DRAIN, ETC. ROOT BARRIER SHALL BE INSTALLED AT HARDSCAPE EDGE WITH PERCOLATION TESTS OR UTILIZE STRUCTURAL SOIL. BARRIER SHALL BE THE LENGTH OF THE ULTIMATE CANOPY OF THE TREE.

TREE PLACEMENT NOTE:
 CONTRACTOR TO LOCATE ALL DRAINLINES IN FIELD PRIOR TO THE INSTALLATION OF TREES AND PALMS. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT OF ANY CONFLICT WITH TREE LOCATIONS WITH STORM DRAIN LINES.

TREE STAKING NOTE:
 ALL TRISTANIA CONFERTA AND ITALIAN CYPRESS TO BE STAKED WITH (2) 20\"/>

AGRONOMIC SOILS REPORT NOTE:
 CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING TWO (2) AGRONOMIC SOIL TESTS AND INSTALL PLANT MATERIAL PER REPORT AND SOIL RECOMMENDATIONS. LOCATIONS OF TESTS TO BE WEST COAST HIGHWAY AND DOVER DRIVE.




STREET TREE REQUIREMENT
 PER MARINER'S POINTE SPECIFIC PLAN REQUIREMENTS
 WEST COAST HIGHWAY FRONTAGE: 203 L.F.
 MIN. PALMS REQUIRED: 1-24\"/>

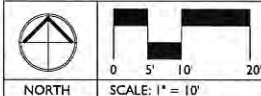
LIMITED USE AREA (LINE OF SIGHT) NOTE:
 ALL TREE BRANCHES TO BE TRIMMED TO 8' HT. ABOVE FINISH GRADE.
 ALL SHRUBS WITHIN LIMITED USE AREA TO BE MAINTAINED AT 24\"/>

- GENERAL PLANTING NOTES:**
- PRIOR TO ANY FINE GRADING OR PLANTING, CONTRACTOR SHALL OBTAIN TWO (2) AGRONOMIC SOIL REPORTS AND SOIL AMENDMENT RECOMMENDATIONS PER SPECIFICATIONS, WHICH SHALL SUPERSEDE THOSE WITHIN THE SPECIFICATIONS.
 - LANDSCAPE ARCHITECT TO APPROVE ALL PLANT MATERIAL NOT LESS THAN 1 WEEK PRIOR TO ANTICIPATED DELIVERY DATE.
 - CONTRACTOR SHALL REMOVE ALL GROWER STAKES, TAGS AND RIBBONS.
 - LANDSCAPE CONTRACTOR SHALL MAINTAIN PROPER DRAINAGE AND DIRECT ALL WATER TO DRAINAGE INLETS SO AS TO PREVENT STANDING WATER.
 - THE LANDSCAPE CONTRACTOR SHALL MAINTAIN ALL PLANTED AREAS FOR A PERIOD OF 90 DAYS AFTER "START OF MAINTENANCE" PERIOD.
 - CONTRACTOR SHALL GUARANTEE SHRUBS FOR 6 MONTHS AND TREE MATERIAL FOR 12 MONTHS (1 YEAR).
 - LANDSCAPE ARCHITECT SHALL APPROVE PLANT MATERIAL PLACEMENT PRIOR TO INSTALLATION.
 - NO TREES/PALM SHALL BE PLANTED CLOSER THAN 5' TO A BUILDING OR ROOF STRUCTURE. NO TREES SHALL BE PLANTED CLOSER THAN 5' TO PAVING OR FREESTANDING WALLS UNLESS DIRECTED BY THE LANDSCAPE ARCHITECT.
 - TREES SHALL NOT BE PLANTED WHERE FUTURE GROWTH WILL OBVIOUSLY CONFLICT WITH ROOF OVERHANGS.
 - NO SHRUBS OR TREES SHALL BE PLANTED THAT WILL CREATE A VISUAL OBSTRUCTION TO SIGHT LINE OF VEHICLE TRAFFIC.
 - TREES PLANTED IN LANDSCAPE AREAS OF LESS THAN 5' IN WIDTH SHALL BE INSTALLED WITH APPROVED ROOT BARRIERS.
 - ANY PLANTING SHOWN ON THE PLANS OR EXISTING IN THE FIELD THAT CONTRADICTS THESE CRITERIA IS TO BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR RESOLUTION. FAILURE TO DO SO MAY RESULT IN THE CONTRACTOR TO REMOVE OR RELOCATE PLANT MATERIAL.

REFERENCE NOTES:
 FOR PLANTING DETAILS SEE SHEET LP.4
 FOR PLANTING SPECIFICATIONS SEE SHEET LP.5

LANDSCAPE MAINTENANCE NOTE:
 ALL LANDSCAPING TO BE MAINTAINED BY PROPERTY OWNER INCLUDING ALL PLANTS INSIDE THE RIGHT-OF-WAY.

TREE, PALM and VINE LEGEND:				
SYMBOL	NAME	SIZE	COMMENTS	QTY
TREES: NOTE: TREES IN RESTRICTED USE AREA TO BE TRIMMED 8' ABOVE GROUND				
ARB MAR	ARBUTUS 'MARINA' ARBUTUS	36" BOX	STANDARD	1
CLUB SEM	CUPIRESSUS SEMPERVIRENS ITALIAN CYPRESS	24" BOX	SEE NOTE BELOW FOR STAKING	6
MAG GRA	MAGNOLIA G. 'LITTLE GEM' SOUTHERN MAGNOLIA	36" BOX	STANDARD	1
PRU BT	PRUNUS C. 'BRIGHT & TIGHT' CAROLINA CHERRY	24" BOX	COLUMN	1
TRI CON	TRISTANIA CONFERTA BRISBANE BOX	36" BOX	LOW BRANCH	3
PALMS:				
WAS ROB	WASHINGTONIA 'HYBRID' <i>ROBLUSTA</i> x <i>FILIFERA</i> FAN PALM	20' B.T.H.	MATCH HEIGHTS SKINNED TRUNKS	17
CYC REV	CYCAS REVOLUTA SAGO PALM	24" BOX	MULTI	3
VINES:				
	BOUQUINVILLE 'SAN DIEGO RED' BOUQUINVILLEA	15 GAL	STAKED ATTACH TO PALMS IN TREE WELLS	2
	HIBBERTIA SCANDENS AGUINA GOLD VINE	15 GAL	STAKED and ATTACH TO GREEN SCREEN at WEST WALL	2
SODDED TURF (\$40 SF):				
	MARATHON III or SODDED TURF AVAILABLE FROM SOUTHLAND SOD FARMS OR EQUAL AS APPROVED BY THE LANDSCAPE ARCHITECT.			
ALL SHRUB AREAS	5" - 1" FOREST FLOOR BARK MULCH (2" THICK) OR APPROVED THORLOUGH GUINAMA FERTILIZER COMPANY (949) 786-9558 OR APPROVED EQUAL. SUBMIT SAMPLES TO L.A. FOR APPROVAL			



Issued For:

3.26.12	1st CITY SUBMITTAL
5.29.12	PLANNING COMMISSION

Revisions:

6.04.12	AGENCY REVISION
8.01.12	AGENCY REVISION #2

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 Fax (949) 675-9974
 mjsdesigngroup.com

PROJECT:

MARINER'S POINTE

WEST COAST HIGHWAY
 AT DOVER
 NEWPORT BEACH, CA

CLIENT:

V.B.A.S. PROPERTIES Inc.

18582 BEACH BOULEVARD
 HUNTINGTON BEACH, CA
 92648

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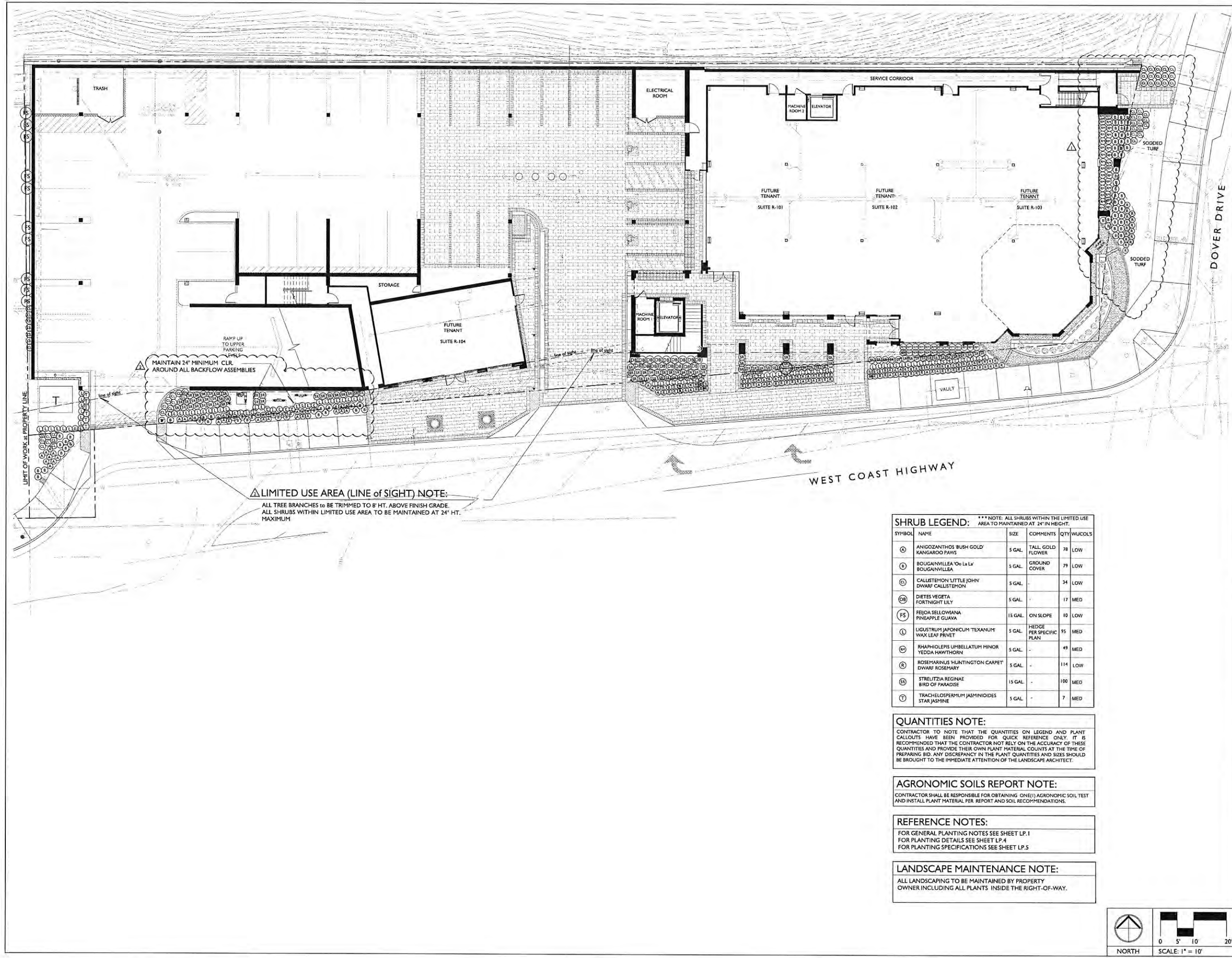
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TREE, PALM, VINE & TURF PLAN

Sheet No.:

LP.1

Plan Status:
 PERMIT/CONSTRUCTION DOCUMENTS



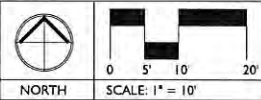
SHRUB LEGEND: ***NOTE: ALL SHRUBS WITHIN THE LIMITED USE AREA TO MAINTAINED AT 24" IN HEIGHT.				
SYMBOL	NAME	SIZE	COMMENTS	QTY WUCOLS
(A)	ANIGOZANTHOS BUSH GOLD' KANGAROO PAWS	5 GAL	TALL GOLD FLOWER	78 LOW
(B)	BOUGAINVILLEA 'Oo La La' BOUGAINVILLEA	5 GAL	GROUND COVER	79 LOW
(C)	CALLISTEMON 'LITTLE JOHN' DWARF CALLISTEMON	5 GAL	-	34 LOW
(DB)	DIETES VEGETA FORTNIGHT LILY	5 GAL	-	17 MED
(FS)	FEIJOA SELLOWIANA PINEAPPLE GUAVA	15 GAL	ON SLOPE	10 LOW
(L)	LIGUSTRUM JAPONICUM TEXANUM WAX LEAF PRIVET	5 GAL	HEDGE PER SPECIFIC PLAN	95 MED
(MC)	RHAPHIOLEPIS UMBELLATUM MINOR YEDDA HAWTHORN	5 GAL	-	49 MED
(R)	ROSEMARINUS HUNTINGTON CARPET DWARF ROSEMARY	5 GAL	-	114 LOW
(SA)	STRELITZIA REGINAE BIRD OF PARADISE	15 GAL	-	100 MED
(T)	TRACHELOSPERMUM JASMINOIDES STAR JASMINE	5 GAL	-	7 MED

QUANTITIES NOTE:
CONTRACTOR TO NOTE THAT THE QUANTITIES ON LEGEND AND PLANT CALLOUTS HAVE BEEN PROVIDED FOR QUICK REFERENCE ONLY. IT IS RECOMMENDED THAT THE CONTRACTOR NOT RELY ON THE ACCURACY OF THESE QUANTITIES AND PROVIDE THEIR OWN PLANT MATERIAL COUNTS AT THE TIME OF PREPARING BID. ANY DISCREPANCY IN THE PLANT QUANTITIES AND SIZES SHOULD BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE LANDSCAPE ARCHITECT.

AGRONOMIC SOILS REPORT NOTE:
CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ONE(1) AGRONOMIC SOIL TEST AND INSTALL PLANT MATERIAL PER REPORT AND SOIL RECOMMENDATIONS.

REFERENCE NOTES:
FOR GENERAL PLANTING NOTES SEE SHEET LP.1
FOR PLANTING DETAILS SEE SHEET LP.4
FOR PLANTING SPECIFICATIONS SEE SHEET LP.5

LANDSCAPE MAINTENANCE NOTE:
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PROJECT:

**MARINER'S
POINTE**

WEST COAST HIGHWAY
AT DOVER
NEWPORT BEACH, CA

CLIENT:

**V.B.A.S.
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**SHRUB
PLANTING
PLAN**

Sheet No.:

LP.2

Plan Status:
PERMIT/CONSTRUCTION
DOCUMENTS

Attachment No. PC 10

Proposed Revisions to Landscape Plan

LANDSCAPE ARCHITECTURAL DRAWINGS for
MARINER'S POINTE
WEST COAST HIGHWAY. at DOVER
NEWPORT BEACH, CA

SPECIFIC PLAN NOTES

PROJECT PLAN APPROVED BY SITE PLAN REVIEW # 2009 - 02

GENERAL NOTES:

1. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO THE START OF CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE OWNERS REPRESENTATIVE OF ANY DISCREPANCIES.
2. CONTRACTOR SHALL VERIFY LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION AND SHALL BE HELD LIABLE FOR ALL DAMAGE INCURRED DURING CONSTRUCTION.
3. CONTRACTOR SHALL OBTAIN A CURRENT STRUCTURAL SOILS REPORT. THIS SOILS REPORT SHALL SUPERSEDE THE RECOMMENDATIONS AND DETAILS SHOWN ON THESE PLANS AND SPECIFICATIONS.
4. CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ALL SLEEVES AS INDICATED ON THE IRRIGATION PLANS WITH PAVING CONTRACTOR.
5. REFER TO SPECIFICATIONS FOR ACCEPTED STANDARDS OF MATERIALS AND WORKMANSHIP.
6. ALL FORMS AND ALIGNMENT OF HARDSCAPE ITEMS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO POURING. (CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT A MINIMUM OF 48 HOURS PRIOR TO THE INSPECTION.)
7. CONTRACTOR SHALL NOT WILLFULLY PROCEED WITH CONSTRUCTION AND/OR GRADE DIFFERENCES WHEN IT IS OBVIOUS THAT UNKNOWN OBSTRUCTIONS AND/OR GRADE DIFFERENCES EXIST THAT MAY NOT HAVE BEEN KNOWN DURING DESIGN. SUCH CONDITIONS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNERS AUTHORIZED REPRESENTATIVE. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ALL NECESSARY REVISIONS DUE TO FAILURE TO GIVE SUCH NOTIFICATIONS.
8. THE LOCATION OF FEATURES TO BE CONSTRUCTED, NOT SPECIFICALLY DIMENSIONED, MAY BE DETERMINED BY SCALE. VERIFY ALL SUCH CONDITIONS WITH OWNERS NOTIFICATION.
9. ALL CURVE-TO-CURVE AND CURVE-TO-TANGENT LINES SHALL BE NEAT, TRIM, SMOOTH, AND UNIFORM.
10. ALL CONSTRUCTION AND INSTALLATION OF LANDSCAPE ITEMS SHALL BE PER LOCAL CODES AND ORDINANCES.
11. CONTRACTOR SHALL FULLY GUARANTEE ALL WORK FOR A ONE-YEAR PERIOD FROM OWNERS ACCEPTANCE OF WORK.
12. CONTRACTOR SHALL BE RESPONSIBLE FOR WEED ABATEMENT DURING THE CONTRACTORS MAINTENANCE PERIOD.
13. THE LANDSCAPE CONTRACTOR IS TO ENSURE THAT IRRIGATION AND DRAIN LINES ARE LOCATED AND INSTALLED SO THAT THE MATERIALS SHOWN ON THE PLANTING PLANS CAN BE ACCOMMODATED.
14. IF ANY CONCRETE WORK SHOWN ON THESE PLANS ADJUTS WOOD SIDING ON BUILDINGS, INSTALL GALVANIZED METAL FLASHING TO PROTECT WOOD SIDING.
15. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS AND SHALL BE RESPONSIBLE FOR THE PROPER INSTALLATION REFERENCED IN THE PLANS AND SPECIFICATIONS. ANY CONSTRUCTION NOT MEETING THE APPROVAL OF THE OWNER OR THE LANDSCAPE ARCHITECT SHALL BE REPLACED AT THE CONTRACTORS EXPENSE WITH ACCEPTABLE CONSTRUCTION.
16. ALL DIMENSIONS SHALL BE VERIFIED AGAINST EXISTING CONDITIONS AND ANY DISCREPANCIES REPORTED TO THE OWNERS REPRESENTATIVE.

MAINTENANCE RESPONSIBILITY NOTE:

OWNER WILL BE RESPONSIBLE TO MAINTAIN ALL LANDSCAPE AREAS within THE LIMIT of WORK SHOWN on THESE PLANS.

UNDERGROUND SERVICE ALERT

CALL TOLL FREE: 1-800-422-4133
TWO WORKING DAYS BEFORE YOU DIG



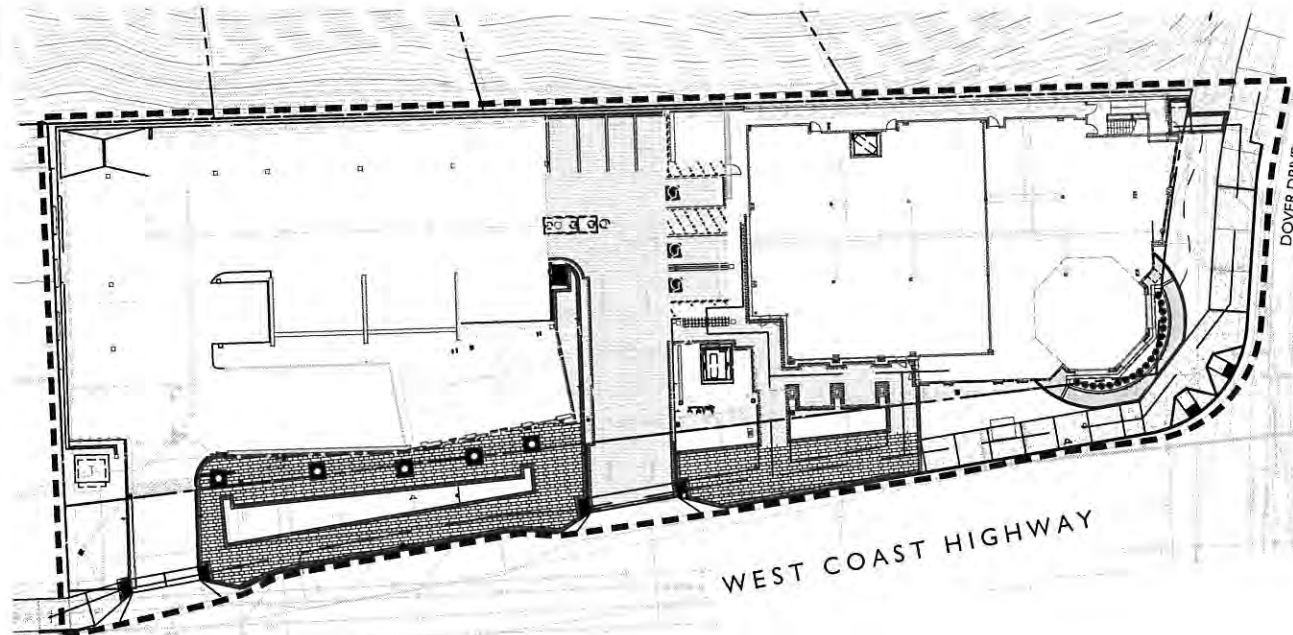
ABBREVIATIONS

ARCH.	ARCHITECT	ID.	INSIDE DIAMETER
B.S.	(ARCHITECTURAL)	INV.	INVERT (ELEVATION)
C.B.	BOTTOM OF STEPS	L.A.	LANDSCAPE ARCHITECT
C.F.	CATCH BASIN	LP.	LOW POINT
C.F.	CURB FACE	MAX.	MAXIMUM
C.J.	COLD JOINT	MIN.	MINIMUM
C.L.	CENTERLINE	N.I.C.	NOT IN CONTRACT
CPU	CONCRETE MASONRY UNIT	N.T.S.	NOT TO SCALE
C.O.	CLEAN OUT	O.C.	ON CENTER
COMP.	COMPACTED	P.A.	PLANTING AREA
CONC.	CONCRETE	PERF.	PERFORATED
CONT.	CONTINUOUS	POC.	POINT OF
DIA.	DIAMETER	R.	CONNECTION RADIUS
EA.	EACH	REBAR.	REINFORCING BAR
EJ.	EXPANSION JOINT	SH.	SIMILAR
F.F.E.	FINISH FLOOR ELEVATION	S.L.	SCORE LINE
F.G.	FINISH GRADE	SQ.	SQUARE
FS.	FACE OF STRUCTURE	T.C.	TOP OF CURB
FL.	FLOW LINE	T.G.	TOP OF GRATE
F.S.	FINISH SURFACE	T.S.	TOP OF STEPS
FTG.	FOOTING	TYP.	TYPICAL
G.C.	GROUND COVER	VERT.	VERTICAL
HORIZ.	HORIZONTAL	W/	WITH
HP.	HIGH POINT	W/O	WITHOUT
		W.W.M.	WELDED WIRE MESH

NOTES:

THESE DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY OF MJS DESIGN GROUP (A CALIFORNIA CORPORATION) AND SHALL NOT BE USED ON ANY OTHER WORK EXCEPT BY WRITTEN AUTHORIZATION FROM MJS DESIGN GROUP. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS AND SHALL BE VERIFIED ON THE JOB SITE. AND ANY DISCREPANCY SHALL BE BROUGHT TO THE ATTENTION OF MJS DESIGN GROUP PRIOR TO COMMENCEMENT OF ANY WORK.

NOTES



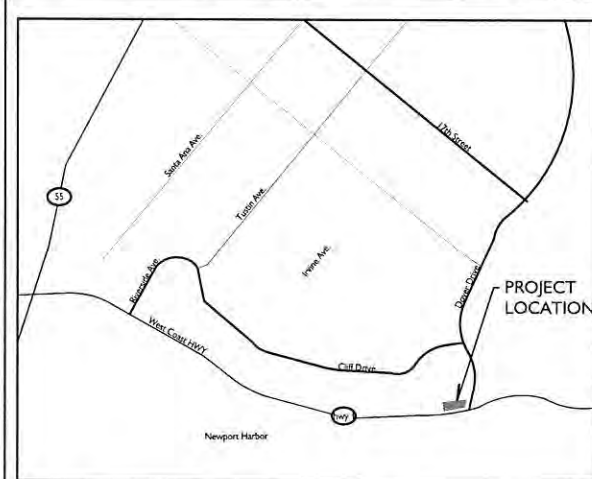
KEY MAP

SCALE: N.T.S.



LT.1
LC.1
LC.2
LC.3 thru LC.4
LC.5
LI.1
LI.2
LI.3
LI.4
LP.1
LP.2
LP.3
LP.4
LP.5

TITLE SHEET
LANDSCAPE CONSTRUCTION PLAN
CONSTRUCTION NOTES and FINISH SCHEDULE
LANDSCAPE CONSTRUCTION DETAILS
LANDSCAPE IRRIGATION PLAN
IRRIGATION LEGEND, NOTES and CALCULATIONS
IRRIGATION DETAILS
IRRIGATION SPECIFICATIONS
TREE, VINE, PALM and TURF PLAN
SHRUB PLAN
POTTERY PLANTING PLAN LEVEL 3
PLANTING DETAILS
PLANTING SPECIFICATIONS



NOT TO SCALE



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VBAS PROPERTIES
18582 BEACH BOULEVARD
HUNTINGTON BEACH, CA
92648

CLIENT:
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PH: 949.723.5854
CONTACT: TOD RIDGEWAY

OWNER

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FAX: 714.774.4690
CONTACT: GLEN GWATNEY

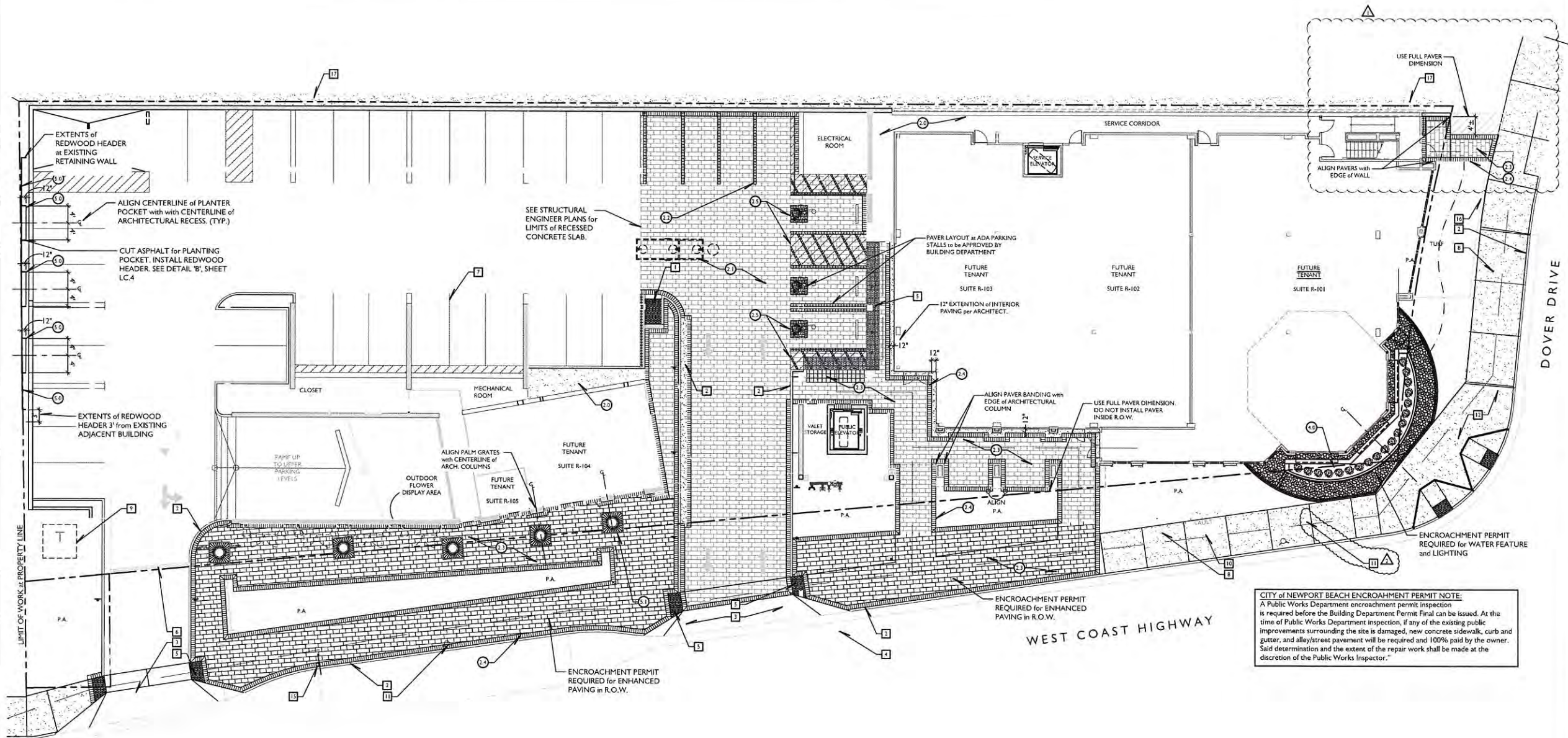
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IRVINE, CA 92614
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1 PETERS CANYON
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CONTACT: MATT WALLER

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MJSDesign Group.	
Landscape Architecture	
Garney Lofts 507 30th St. Newport Beach, CA 92663 (949) 815-8864 Fax (949) 615-9874 mjsdesigngroup.com	
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CITY OF NEWPORT BEACH ENCROACHMENT PERMIT NOTE:
 A Public Works Department encroachment permit inspection is required before the Building Department Permit Final can be issued. At the time of Public Works Department inspection, if any of the existing public improvements surrounding the site is damaged, new concrete sidewalk, curb and gutter, and alley/street pavement will be required and 100% paid by the owner. Said determination and the extent of the repair work shall be made at the discretion of the Public Works Inspector."

LEGEND:

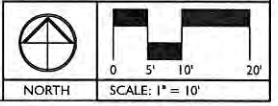
CLR	ALIGN CLEAR
EQ	CENTERLINE
F.O.C.	EQUAL
F.O.P.	FACE OF CURB
F.O.W.	FACE OF PILASTER
MIN.	FACE OF WALL
MAX.	MINIMUM
P.A.	MAXIMUM
R=	PLANTING AREA
TYP.	RADIUS EQUALS
17	TYPICAL
+	CONSTRUCTION CALLOUT (TO MATCH PAVING)
+	POINT-OF-BEGINNING

FIELD VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

- GENERAL SITE IMPROVEMENTS**
- 1 ADA RAMP BY CIVIL ENGINEER.
 - 2 CURB and GUTTER BY CIVIL ENGINEER.
 - 3 CONCRETE DRIVE APRON BY CIVIL ENGINEER.
 - 4 ASPHALT PAVING and STRIPING BY OTHERS.
 - 5 TRUNCATED DORIES BY CIVIL ENGINEER.
 - 6 TRENCH DRAIN BY CIVIL ENGINEER.
 - 7 PARKING LOT STRIPING BY OTHERS.
 - 8 CONCRETE SIDEWALK BY CIVIL ENGINEER.
 - 9 TRANSFORMER PAD BY OTHERS.
 - 10 UNDERGROUND UTILITIES BY OTHERS.
 - 11 FIRE HYDRANT PER CIVIL ENGINEER.
 - 12 EXISTING CITY SIDEWALK.
 - 13 EXISTING CURB and GUTTER.
 - 14 EXISTING LIGHT POLE.
 - 15 BUS STOP SIGN PER CIVIL ENGINEER.
 - 16 EXISTING SIGN POLE.
 - 17 CONCRETE SWALE BY CIVIL ENGINEER.

CONSTRUCTION CALLOUTS:

FLATWORK	DET/SH
1 PEDESTRIAN CONCRETE PAVING	A, LC.3
2 INTERLOCKING CONCRETE VEHICULAR PAVERS on SLAB	B, LC.3
3 PARKING STALL PAVING BAND	C, LC.3
4 INTERLOCKING CONCRETE PEDESTRIAN PAVERS 60 mm	D, LC.3
5 PAVING BANDING as SHOWN on PLAN	B, LC.3
6 PAVING ADA PARKING STALL STRIPING - BLDG. DEPT. APPROVAL REQD.	C, LC.3
WATER FEATURE	
7 WATER FEATURE - ENCROACHMENT PERMIT REQUIRED	A, LC.4
SITE IMPROVEMENTS	
8 REDWOOD HEADER	E, LC.3
9 TREE GRATE	F, LC.3



Issued For:

3.26.12	1st CITY SUBMITTAL
5.29.12	PLANNING COMMISSION
12.10.12	PLANNING COMMISSION
1.16.13	PLANNING COMMISSION

Revisions:

6.04.12	AGENCY REVISION
8.01.12	AGENCY REVISION #2

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PROJECT:

MARINER'S POINTE

WEST COAST HIGHWAY
 AT DOVER
 NEWPORT BEACH, CA

CLIENT:

V.B.A.S. PROPERTIES Inc.

18582 BEACH BOULEVARD
 HUNTINGTON BEACH, CA
 92648

Stamp:

LANDSCAPE ARCHITECT
 V.B.A.S. PROPERTIES INC.
 3.31.13
 12.10.12
 STATE OF CALIFORNIA

Job No. : -

Drawn By: MJS

Checked By: MJS

Plan Date: JANUARY 16, 2013

Scale: 1" = 10'

Title:

LANDSCAPE CONSTRUCTION PLAN

Sheet No.:

LC.1

Plan Status: PERMIT/CONSTRUCTION DOCUMENTS

CONSTRUCTION NOTES

1. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO THE START OF CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES.
2. CONTRACTOR SHALL NOT WILFULLY PROCEED WITH CONSTRUCTION WHEN IT IS OBVIOUS THAT UNKNOWN OBSTRUCTIONS AND / OR GRADE DIFFERENCES EXIST THAT MAY NOT HAVE BEEN KNOWN DURING DESIGN. SUCH CONDITIONS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNER'S AUTHORIZED REPRESENTATIVE. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ALL NECESSARY REVISIONS DUE TO FAILURE TO GIVE SUCH NOTIFICATIONS.
3. CONTRACTOR SHALL OBTAIN A CURRENT STRUCTURAL SOILS REPORT. THIS SOILS REPORT SHALL SUPERSEDE THE RECOMMENDATIONS AND DETAILS SHOWN ON THESE PLANS AND SPECIFICATIONS.
4. THE LOCATION OF FEATURES TO BE CONSTRUCTED, NOT SPECIFICALLY DIMENSIONED MAY BE DETERMINED BY SCALE. VERIFY ALL SUCH CONDITIONS WITH OWNERS REPRESENTATIVE.
5. ALL CURVE-TO-CURVE AND CURVE-TO-TANGENT LINES SHALL BE NEAT, TRIM, SMOOTH, AND UNIFORM.
6. CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ALL SLEEVES AS INDICATED ON THE IRRIGATION PLANS WITH PAVING CONTRACTOR.
7. ALL FORMS AND ALIGNMENT OF HARDSCAPE ITEMS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO POURING. (CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT A MINIMUM OF 48 HOURS PRIOR TO THE INSPECTION.)

PAVER NOTES:

1. PAVER SHALL BE CLEAN AND FREE FROM FOREIGN MATERIALS BEFORE INSTALLATION.
2. INSTALLATION SHOULD START FROM A CORNER OR STRAIGHT EDGE AND PROCEED FORWARD OVER THE UNDISTURBED SAND LAYING COURSE.
3. PAVING WORK SHALL BE PLUMB, LEVEL, AND TRUE TO LINE GRADE; SHALL BE INSTALLED PROPERLY, COINCIDE AND ALIGN, WITH ADJACENT WORK AND ELEVATIONS.
4. PAVING STONES SHOULD BE INSTALLED HAND TIGHT ON THE UNDISTURBED SAND LAYING COURSE. STRING LINES SHOULD BE USED TO HOLD PATTERN LINES TRUE.
5. GAPS BETWEEN THE EDGE OF THE PAVER SURFACE SHALL BE FILLED WITH STANDARD PAVERS OR WITH PAVERS CUT TO FIT. CUT PAVERS SHOULD BE NO SMALLER THAN ONE THIRD THE SIZE OF FULL PAVERS. CARE SHOULD BE TAKEN WHEN ESTABLISHING THE LAYING PATTERN TO INSURE THAT LESS THAN ONE THIRD PAVERS ARE MINIMIZED.
6. PAVERS ARE SET INTO THE SAND LAYING COURSE BY ROLLER OR PLATE VIBRATOR CAPABLE OF 3,000 TO 5,000 COMPACTION FORCE. VIBRATION SHALL BE CONDUCTED IN CROSSING PATHS UNTIL THE PAVEMENT SURFACE IS SMOOTH AND REQUIRED ELEVATION IS ACHIEVED. GAPS BETWEEN PAVERS SHOULD AT THIS POINT SHOULD BE FILLED TO ABOUT TWO THIRDS OF THE PAVER'S FULL HEIGHT. GAPS BETWEEN EDGES SHOULD BE NO MORE THAN 3/16" WIDE AFTER VIBRATION. GAPS GREATER THAN 3/16" SUGGEST THAT LESS THAN SATISFACTORY INTERLOCK WILL BE ACHIEVED. PAVERS WITHIN THREE FEET OF UNRESTRAINED EDGES MUST NOT BE COMPACTED.
7. ONCE PAVERS ARE VIBRATED INTO PLACE, CLEAN, DRY SAND SHALL BE BROOMED OVER THE PAVEMENT SURFACE AND VIBRATED ONCE MORE INTO THE REMAINING UNFILLED GAPS BETWEEN PAVERS TO THE HEIGHT OF THE JOINT BEVEL. SURPLUS SAND SHOULD BE SWEEPED FROM THE PAVEMENT SURFACE AND DISPOSED OF.
8. THE COMPLETED PAVING STONE INSTALLATION SHOULD BE WASHED DOWN AND CLEANED TO PROVIDE A CLEAN FINISHED WORKMANLIKE INSTALLATION.

LIST OF INSPECTIONS

- THE CONTRACTOR SHALL CONTACT THE OWNER'S REPRESENTATIVE 48 HOURS IN ADVANCE OF, AND COORDINATE, THE FOLLOWING INSPECTIONS (BUT NOT LIMITED TO):
1. PRE-JOB CONFERENCE.
2. AT COMPLETION OF FINISH GRADING.
3. LAYOUT OF SHOVEL CUTS BUT PRIOR TO INSTALLATION.
4. LAYOUT OF PAVING BUT PRIOR TO INSTALLATION.
5. LAYOUT OF WALLS AND PILASTERS BUT PRIOR TO INSTALLATION.
6. DURING ENTIRE IRRIGATION INSTALLATION TO VERIFY AND INSPECT THE FOLLOWING (BUT NOT LIMITED TO):
- a. POINT OF CONNECTIONS
- b. BACKFLOW PREVENTION DEVICES
- c. TRENCHING FOR PIPES
- d. ELECTRICAL CONNECTIONS
- e. CONTROL VALVES
- f. COVERAGE
7. AT DELIVERY OF ALL PLANT MATERIALS TO THE SITE.
8. WHEN TREES AND SHRUBS ARE SPACED FOR PLANTING BUT BEFORE HOLES ARE EXCAVATED.
9. AT PRE-MAINTENANCE INSPECTION.
10. AT FINAL INSPECTION.

CONCRETE PAVING NOTES

1. THE CONTRACTOR SHALL VERIFY WITH PROJECT STRUCTURAL SOILS ENGINEER THE NEED FOR REINFORCING, BASE MATERIALS, PRESATURATION, AND OTHER REQUIREMENTS FOR PAVING AREAS.
2. ALL CONCRETE PAVING SECTIONS SHALL BE A MINIMUM OF 3 1/2" THICK UNLESS OTHERWISE NOTED.
3. PAVING AND CONCRETE CONTRACTOR(S) SHALL COORDINATE HIS WORK WITH ELECTRICIAN, DRAIN LINE CONTRACTOR AND IRRIGATION CONTRACTOR FOR SLEEVING, PIPING, AND CONDUIT UNDER ALL PAVING AS REQUIRED.
4. THE CONTRACTOR SHALL HOLD FINISH GRADE (1") INCH BELOW FINISH SURFACE.
5. THE CONTRACTOR SHALL SLOPE ALL FINISH SURFACE AREAS A MINIMUM OF ONE PERCENT, UNLESS NOTED OTHERWISE.
6. ALL WALKS SHALL HAVE CROSS FALL OF ONE PERCENT MINIMUM.
7. REFER TO FINISH SCHEDULE FOR CONCRETE FINISH.
8. ALL WALK INTERSECTIONS SHALL BE 90 DEGREES UNLESS NOTED OTHERWISE.
9. ALL RADII AT WALK INTERSECTIONS SHALL BE 36" UNLESS NOTED OTHERWISE.
10. FULL DEPTH EXPANSION JOINTS ARE TO BE SPACED AT MAXIMUM 20' O.C.. SCORE LINES TO BE MAXIMUM 10' O.C.
11. ALL FORMS AND ALIGNMENT OF PAVING SHALL BE INSPECTED AND CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT A MINIMUM OF 48 HOURS PRIOR TO INSPECTION.
12. REFER TO PRECISE GRADING PLAN FOR FINISH GRADES AND DRAINAGE.

FOUNTAIN NOTES

1. THE FOUNTAIN KIT SHALL BE INSTALLED IN CONFORMANCE WITH GOVERNING CODES AND ORDINANCES, AND MANUFACTURER'S SPECIFICATIONS AND INSTRUCTIONS.
2. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL SPECIFIED EQUIPMENT.
3. THE CONTRACTOR SHALL CLEAN, SERVICE AND MAINTAIN THE FOUNTAIN AND EQUIPMENT FOR A MINIMUM OF 60 DAYS.
4. THE CONTRACTOR SHALL PROVIDE OWNER/DEVELOPER OR H.O.A. WITH ALL SERVICE MANUALS, CATALOGS, ETC. FOR EQUIPMENT PROVIDED AND INSTALLED.
- SUPPLIER:
- SLEEVING AND SERVICE PROVISIONS SHALL BE COORDINATED WITH ALL OTHER APPROPRIATE CONTRACTORS.

SYMBOL	ITEM	MANUFACTURER/SUPPLIER	COLOR	FINISH	COMMENTS
FLATWORK					
1	NATURAL GRAY CONCRETE PAVING with SAW CUTS PER PLAN	N/A	NATURAL GRAY	ACID ETCH (SEE COMMENTS)	APPLY TOPCAST WASH RETARDER (03 ACID ETCH FINISH) AVAILABLE THRU GRACE CONCT. PRODUCTS OR EQUAL 877-433-4471 WITH MATTE IMPREGNATING SEALER. CONTRACTOR TO PROVIDE CUT SHEET TO L.A. FOR APPROVAL.
2 2.1 2.2	FIELD COMBO-STONE 3 PIECE 60mm x PEDESTRIAN 5 PIECE 80mm x VEHICULAR BANDING 6" x 12" PAVER BANDING	ACKERSTONE CONTACT: MIKE MELLARD 949.241.6669	COLORS (FIELD) TATEGA BLEND - FACE MIX PAVER BANDING COLOR: MOCHA	NO CHAMFER LIGHT SHOT BLAST NO CHAMFER LIGHT SHOT BLAST	PATTERN: RANDOM ASHLAR for FIELD FLAT TOPING CHAMFER INSTALL CLASS 2 ROAD BASE SAND SET SEAL WITH SURBOND SB 1300 OR EQUAL JOINT SAND-LOGICAL RESOURCE POLYMERIC OR EQUAL.
3	ADA PARKING STALL PAVER KIT 48" x 48" x 80mm	ACKERSTONE CONTACT: MIKE MELLARD 949.241.6669	SEE DETAIL 'C'. SHEET LC.1	NO CHAMFER LIGHT SHOT BLAST	PATTERN: SEE DETAIL 'C'. SHEET LC.3 FLAT TOPING CHAMFER INSTALL CLASS 2 ROAD BASE SAND SET SEAL WITH SURBOND SB 1300 OR EQUAL JOINT SAND-LOGICAL RESOURCE POLYMERIC OR EQUAL.
4	4" x 4" x 80mm COMBO STONE STANDARD STALL STRIPING BAND	ACKERSTONE CONTACT: MIKE MELLARD 949.241.6669	SIZE: 4" x 4" (COMBO STONE) THICKNESS: 80mm COLOR: MOCHA	NO CHAMFER LIGHT SHOT BLAST	PATTERN: SEE DETAIL 'C'. SHEET LC.3 FLAT TOPING CHAMFER INSTALL CLASS 2 ROAD BASE SAND SET SEAL WITH SURBOND SB 1300 OR EQUAL JOINT SAND-LOGICAL RESOURCE POLYMERIC OR EQUAL.
SITE FURNISHINGS					
40	METAL TREE GRATE 2' x 2'	URBAN ACCESSORIES 877.467.0498 AVAILABLE THRU: RECREATION REPUBLIC CONTACT: SUZANNE ANDERSON 760.846.1980	CAST IRON	RAW CAST IRON	



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PROJECT:

MARINER'S
POINTE

WEST COAST HIGHWAY
AT DOVER
NEWPORT BEACH, CA

CLIENT:

V.B.A.S.
PROPERTIES Inc.

18582 BEACH BOULEVARD
HUNTINGTON BEACH, CA
92648

Stamp:



Job No.:

Drawn By: MS

Checked By: MS

Plan Date: JANUARY 16, 2013

Scale: SEE DETAIL

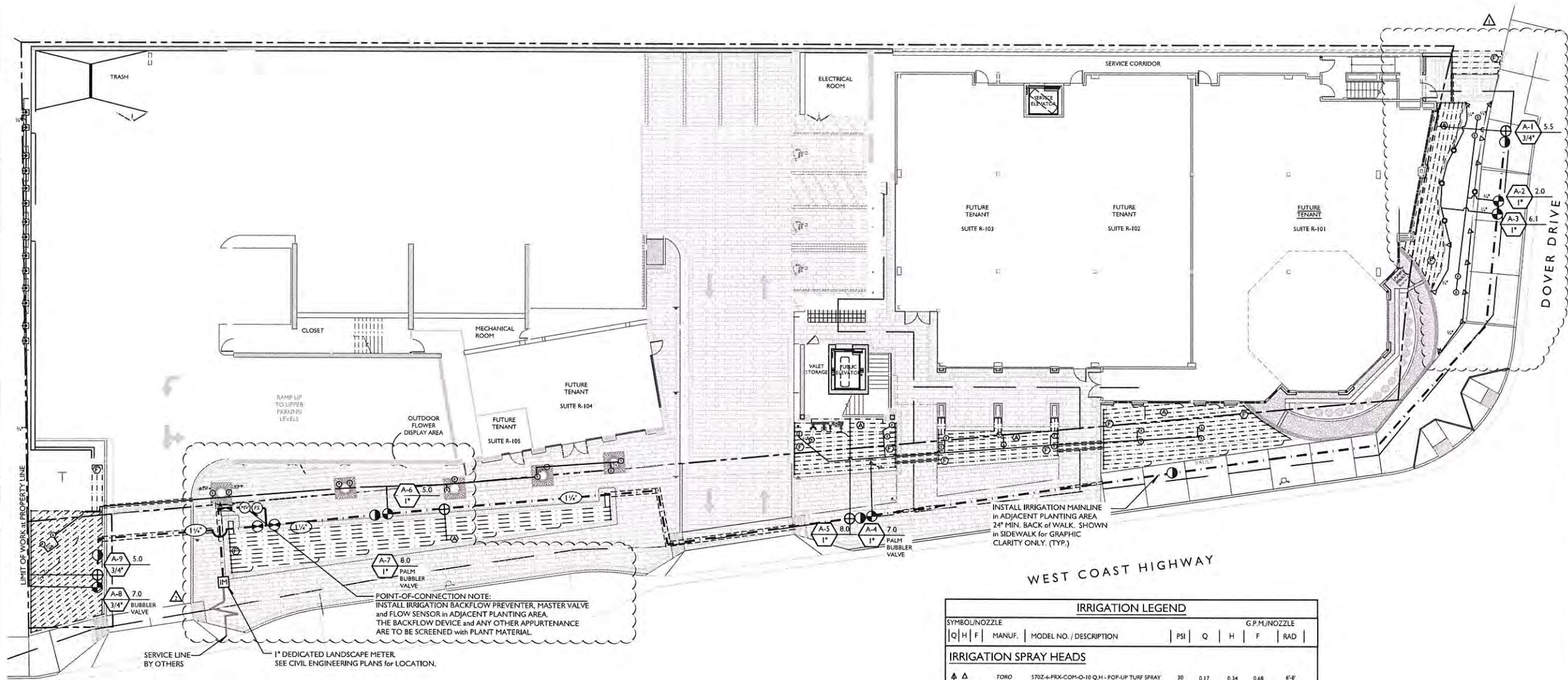
Title:

CONSTRUCTION
NOTES and
FINISH SCHEDULE

Sheet No.:

LC.2

Plan Status:
PERMIT/CONSTRUCTION
DOCUMENTS



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3.26.12	1st CITY SUBMITTAL
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PROJECT:

MARINER'S POINTE

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Job No.: -
Drawn By: MJS
Checked By: MS
Plan Date: JANUARY 16, 2013
Scale: 1" = 10'

Title:
LANDSCAPE IRRIGATION PLAN

Sheet No.:
LI.1

Plan Status:
PERMIT/CONSTRUCTION DOCUMENTS

CITY of NEWPORT BEACH MUNICIPAL CODE 14.17 - WATER ORDINANCE NOTE

THE IRRIGATION SYSTEM WAS DESIGNED TO MEET THE REQUIREMENTS OF THE CITY of NEWPORT BEACH MUNICIPAL CODE 14.17 WATER EFFICIENT LANDSCAPE ORDINANCE.

IRRIGATION PIPING	
AS APPROVED	NON-PRESSURE LATERAL PVC PIPE SCH. 40 FOR SIZES 3/4" - 2" W/ PVC SCH. 40 FITTINGS - BURY MIN. 12" BELOW GRADE (SIZE AS NOTED ON PLAN).
AS APPROVED	PRESSURE MAINLINE SCH. 40 PVC IN PLANTER AREA FOR SIZES 3/4" - 1 1/2", FOR 2" & LARGER USE CLASS 315 PVC. BURY MIN. 18" BELOW GRADE (SIZE AS NOTED ON PLAN).
AS APPROVED	PVC PIPE SCH. 40 SLEEVING, TWICE THE DIAMETER OF PIPE OR WIRE BUNDLE CARRIED - EXTEND 12" BEYOND EDGE OF PAVING & PLACE BELOW ALL PAVING, HARDSCAPE, ETC., AND AS DIRECTED BY OWNER'S AUTHORIZED REPRESENTATIVE.
NO SYMBOL	AS APPROVED
INSTALL CONCRETE THRUST BLOCK ON ALL ANGLED MAINLINE	
VALVE KEY:	
VALVE NUMBER	GPM
A-9	25.18
1"	VALVE SIZE
TECHLINE SUPPLY/EXHAUST LATERAL PIPE SIZING:	
ZONE FLOW	PIPE SIZE
0 - 5 GPM	TECHLINE TUBING OR 1/2" PVC
6 - 8 GPM	3/4" PVC
9 - 13 GPM	1" PVC
13.1 - 22 GPM	1 1/4" PVC
22.1 - 30 GPM	1 1/2" PVC

REFERENCE NOTES:

FOR GENERAL IRRIGATION NOTES & CALCULATIONS SEE SHEET LI.2

FOR ESTIMATED WATER USE & SCHEDULE SEE SHEET LI.2

FOR IRRIGATION DETAILS SEE SHEETS LI.3

FOR IRRIGATION SPECIFICATIONS SEE SHEET LI.4

IRRIGATION LEGEND

SYMBOL/NOZZLE	MANUF.	MODEL NO. / DESCRIPTION	PSI	Q	H	F	RAD
---------------	--------	-------------------------	-----	---	---	---	-----

IRRIGATION SPRAY HEADS

Δ Δ	TORO	5702-4-PRX-COM-0-10 Q.H. - POP-UP TURF SPRAY	30	0.17	0.34	0.68	6'-8"
● ● ●	TORO	5702-4-PRX-COM-0-10 Q.H. - POP-UP TURF SPRAY	30	0.26	0.51	1.03	8'-10"
● ● ●	TORO	5702-4-PRX-COM-0-12 Q.H. - POP-UP TURF SPRAY	30	0.37	0.74	1.48	10'-12"

IRRIGATION BUBBLER HEADS

⊙	RAINBIRD	RWS-8-C-1400-04 ROOT WATERING SYSTEM or APPROVED EQUAL (2 BUBBLERS per TREE)	30	0.50			0'
⊙	RAINBIRD	1400 SERIES BUBBLERS on RISER	30	1.0			0-2'

IRRIGATION UTILITIES

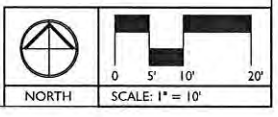
M	WATER METER	1" DEDICATED LANDSCAPE METER and SERVICE LINE by OTHERS.
FEBCO B25Y		1" BACKFLOW PREVENTION UNIT - TO BE INSTALLED IN STRONG BOX ENCLOSURE SBBC-LOW PROFILE SMOOTH TOUCH, POWDER COATED COLOR GREEN.
WILKINS KING BROS		GATE VALVE - BLOCKED TRUE UNION PVC - 2" & 5" SMALLER (LOCATE IN PLANTING AREAS - SHOWN FOR CLARITY ONLY)
RAINBIRD		33-LRC 2" QUICK COUPLER VALVE with LOCKING RUBBER CAP
RAINBIRD		PEB SERIES - PLASTIC INDUSTRIAL ELECTRIC REMOTE CONTROL VALVE (SIZE AS SHOWN ON PLAN)
RAINBIRD		1" MASTER VALVE - PEB SERIES
RAINBIRD		1" FLOW SENSOR - FS100

IRRIGATION CONTROLLER

RAINBIRD	ESP-LX06 WALL MOUNT CONTROLLER with RAINBIRD WEATHER SMART ET MANAGER and NECESSARY ACCESSORIES, WEATHER REACH SIGNAL PROVIDER 1-(877)-351-4588.	
NO SYMBOL	RAINBIRD	ALLOW TWO EXTRA AVAILABLE STATIONS MIN. INCLUDING MASTER VALVE STATION.
NO SYMBOL	RAINBIRD	WS3-RC WIRELESS RAIN SENSOR. INSTALL per MANUFACTURER'S SPECIFICATIONS.
120 VOLT ELECTRICAL POWER for CONTROLLER		PROVIDED BY ELECTRICIAN. FIELD VERIFY ACTUAL LOCATION.

SUBSURFACE IRRIGATION

RAINBIRD	XCZ-075, -100, -150-8-COM REMOTE CONTROL VALVE ZONE KIT with PRESSURE REGULATOR
NETAFIM	NETAFIM TECHLINE-CV and TECH-FILTER with 0.60 GPH EMITTERS 12" ON CENTER. ALL TUBING SHALL BE INSTALLED 4" BELOW FINISHED SOIL GRADE W/ 7" WIRE STAKES FIVE (5) FEET ON CENTER. VERIFY THE LAYOUT AND 12" SPACING IN THE FIELD PRIOR TO STARTING WORK. INSTALL and MAINTAIN/REPLACE DRIP SYSTEM per MANUFACTURER'S SPECIFICATIONS.
NETAFIM	NETAFIM FITTINGS FOR CONNECTION BETWEEN PVC LATERAL LINES AND NETAFIM TUBING
AS APPROVED	SUPPLY/EXHAUST PVC HEADER. SIZE per LEGEND SEE BELOW.
NETAFIM	TECHLINE CV MANUAL LINE FLUSH VALVE. - PROVIDE SCH 40 OR SCH 80 SOLVENT-WELD BALL VALVE FOR FLUSH OFF OF PVC EXHAUST MANIFOLD PRESSURE PER PLAN. INSTALL FLUSH VALVE INSIDE 4" ROUND VALVE BOX, ONE AT THE END OF ANY TECHLINE CV LATERAL or PVC EXHAUST HEADER. INSTALL MINIMUM OF ONE FLUSH VALVE PER MAXIMUM OF 800' OF TUBING. MULTIPLE FLUSH VALVES MAY BE REQUIRED WITHIN TECHLINE-CV LAYOUT. ALWAYS INSTALL VALVES IN OPPOSITE DIRECTIONS OF THE PVC DRIP CONNECTION MANIFOLD.
RAINBIRD	ARV-100 AIR VACUUM RELIEF VALVE INSTALLED WITH A FT-250 COMBINATION TEE AND A 3/4" x 1/2" REDUCER BUSHING. INSTALL AIR RELIEF ASSEMBLY INSIDE A 4" ROUND VALVE BOX AT THE HIGH POINT OF EACH PLANTER, MIN. 1' ASV PER 500' OF DISTRIBUTION TUBING. USING AIR RELIEF LATERAL, CONNECT AIR RELIEF VALVE TO ALL TECHLINE LATERALS WITHIN THE ELEVATED AREA.
RAINBIRD	MULTIPLE ARV'S SHALL BE REQUIRED PER RCV WITHIN UNFLUENTIATING AREAS. VERIFY QUANTITY PRIOR TO STARTING WORK. FLUSH VALVES and AIR RELIEF VALVES SHOWN DIAGRAMMATICALLY. INSTALL VALVE BOX 18" FROM PAVING AND AT HIGH POINTS OF PLANTER AREA. INSTALL ALL AIR VACUUM RELIEF EQUIPMENT per MANUFACTURER'S SPECIFICATIONS.



ADDITIONAL
MATERIALS
RECEIVED

Mariner's Pointe Substantial Conformance Review



Planning Commission
Public Hearing
February 7, 2013

STAFF PRESENTATION (PA2010-114)





104

100

303

111C

12C

403

200

224

300

300

320

400

410

COAST HWY W

DOVER DR

BAY SHORE DR

2889

2891

2691

2681

2671

2661

2651

2641

2631

2621

2611

2601

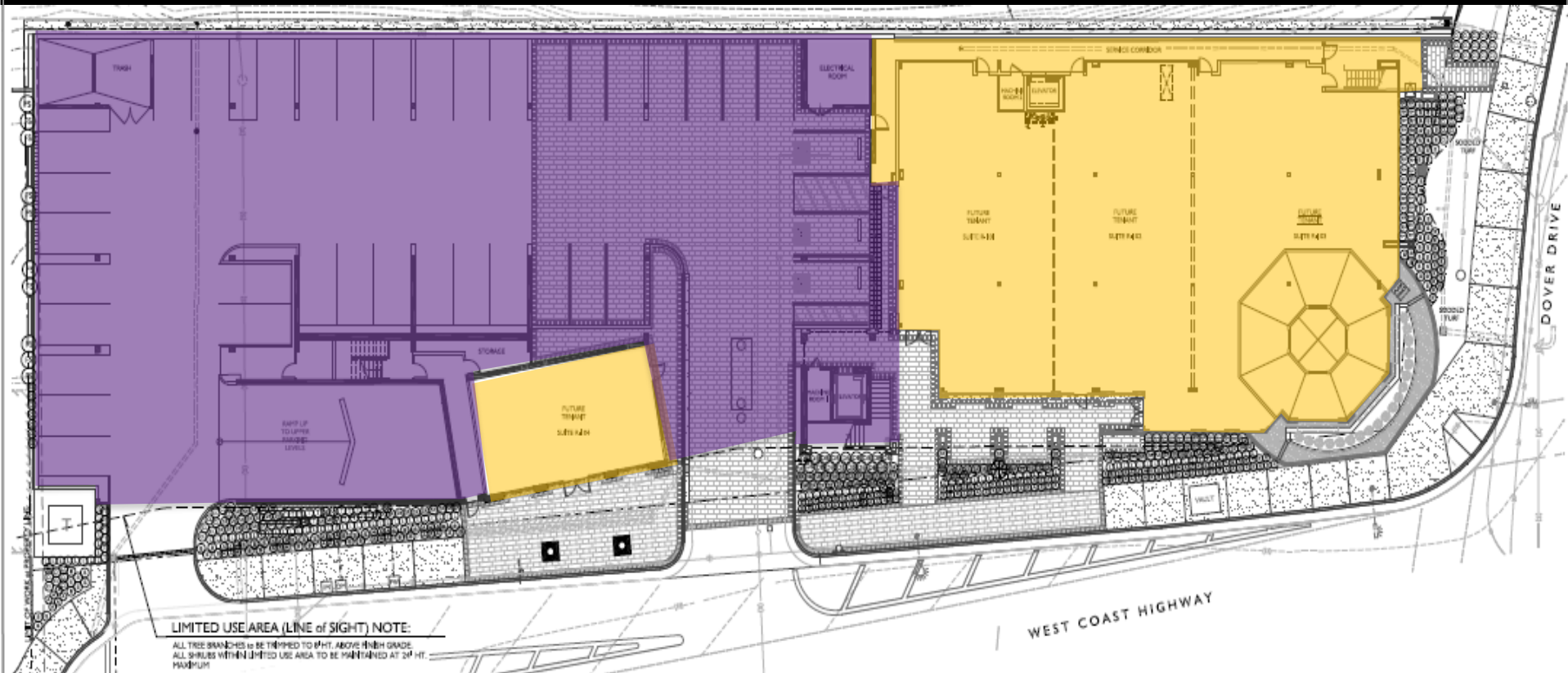
259

2591

B

1-8

Approved Project
City Council August 9, 2011



- Two-story 19,905 sf commercial building and three-level structure
- 9,557 sf restaurants, 8,651 sf retail & 1,697 sf medical

Approved Conceptual Plan City Council August 9, 2011



Conditions of Approval



- Condition No. 4- PC review of final building elevations and roof plan to ensure that high level of architectural detail and treatments illustrated on conceptual plan are implemented
- Condition No. 20- PC review of final landscape and irrigation plan to ensure landscape improvements illustrated on conceptual plan are implemented
- Any substantial changes shall require PC approval

Final Architectural Plans Planning Commission June 7, 2012



Proposed Revisions Architectural Plans



Comparison



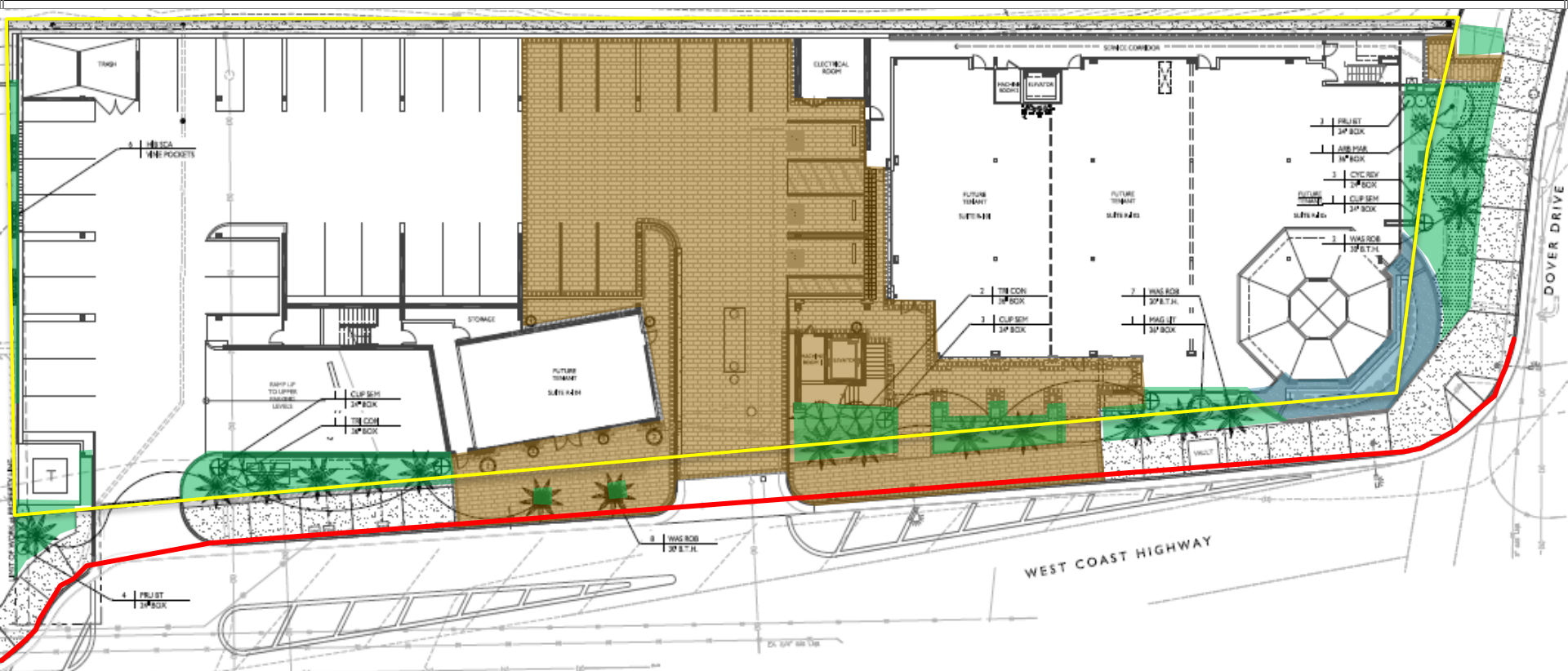
Enlarged View



Flower Display Cases

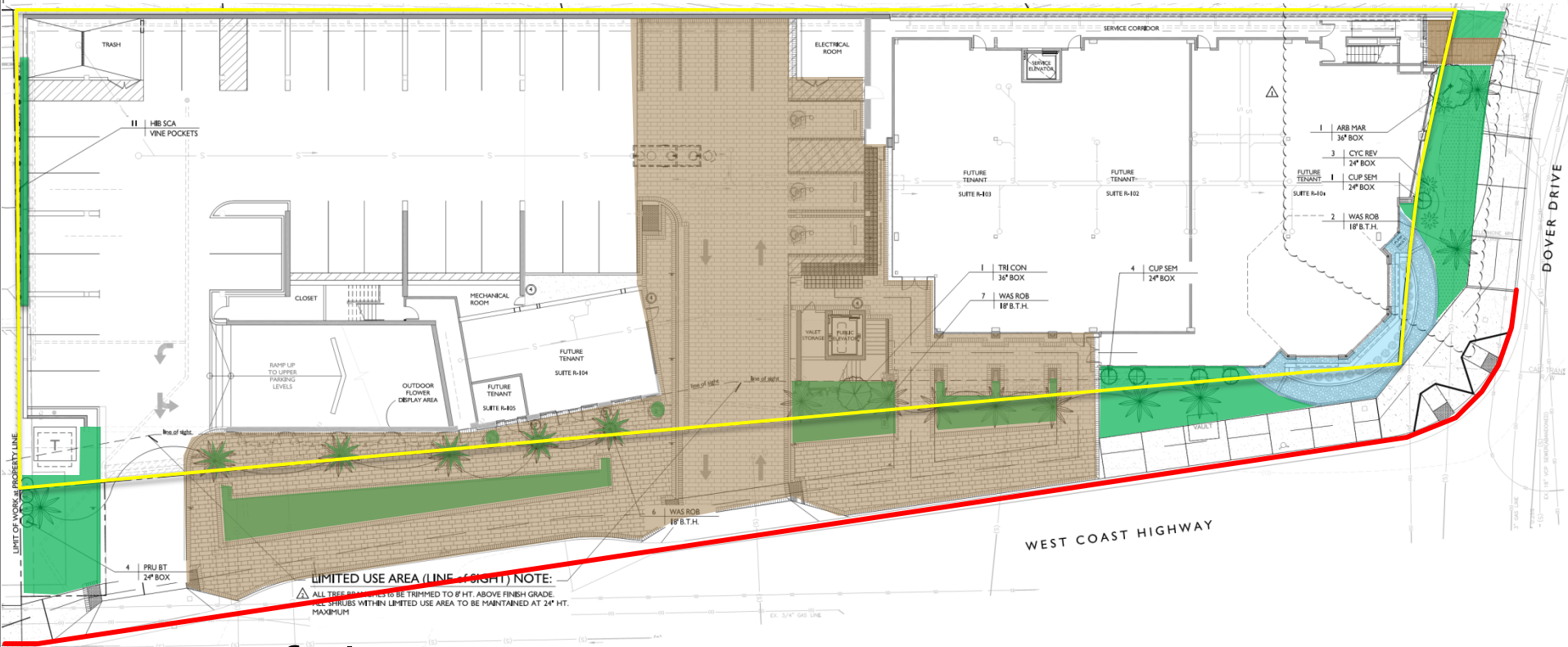


Approved Final Landscape Plan



- 2,460 sf planter area
- 17 palm trees (15 on WCH frontage)

Proposed Landscape Revisions



- 3,035 sf planter area
- 15 palm trees (13 on WCH frontage)
- 1,312 sf in WCH R.O.W., subject to widening



For more information contact:

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Item No. 2 : Mariner's Pointe (PA2010-114)

Although page 4 of the staff report nicely illustrates the proposed façade changes, it would have seemed equally helpful to have included an exhibit highlighting how the newly proposed **landscaping** differs from that previously approved, and how both overlay the existing and/or proposed public rights-of-way. Perhaps that will be provided in the live report?

As it is, I am unable to fully understand most of the statements about what Caltrans wants and how the proposed landscaping changes accommodate their concerns. I also recall (as is confirmed by Condition 78 of the Council Resolution reproduced on handwritten page 61), that fairly extensive changes to the striping of the roadway in front of the site were expected to be made, and it is unclear to me what kind of striping is now being proposed.

In addition, the staff report suggests that (apparently to make room for the newly proposed display boxes) the new landscaping will encroach more into the rights-of-way than the previous plan, and that will leave much of the landscaping vulnerable to being lost if PCH were to be widened. Given the high volume of traffic on PCH, encroaching into the rights-of-way sounds like a very bad idea, but it remains unclear to me whether other developments in the area have been allowed similar encroachments, and how the street widening is proposed to be accomplished. However those problems are planned to be handled, it would seem any new development, such as this, should be considered with the possibility of street widening in mind.

Finally, page 7 of the staff report, in discussing the possible use of the "display cases" in the screening wall for advertising rather than flowers, refers to a future, and yet-to-be determined, comprehensive sign program that may regulate their use for such purposes. I am surprised a sign program consistent with the Commission's vision for the site was not part of the previous approvals; and also wondering if this aspect of the design change might be primarily a work around to provide the applicant a place for cheap signage that could not have been logically affixed to the previously proposed stone veneer wall. I would suggest prohibiting in-window signage intended to be read from the highway.

With regard to the Draft Resolution of Approval starting on handwritten page 11, the following comments and suggested changes are offered:

Section 1.1: "... a 0.76-acre site located **at** 100-300 West Coast Highway ..."

Section 1.2: "... to ensure ~~the~~ **a** high level of ..."

Section 1.4: "1) changing the stone veneer exterior of a wall **with and adding** awnings and commercial display boxes; 2) reducing the height of a stair/elevator tower; and 3) **changing** landscaping between the building and West Coast Highway." (and if I understand the proposal correctly, "**eliminating** the stone veneer" would seem more accurate than "**changing** the stone veneer.")

Section 1.5: "...at this meeting ~~;~~ **and**"

Section 2: the CEQA finding would seem to be correct only if no significant changes to the use of the highway are being proposed. It is unclear to me exactly what those changes may be.

Section 3.1.A: *"The replacement of the stone veneer on the screen wall located in front of the parking structure ramps on the South Elevation of the project will provide an expanded storefront and stronger retail presence."* As I understand the proposal, the stone veneer is to be replaced with a plain wall, and this is to create a fake storefront rather than an actual *"expanded storefront."* In general I think the change from what looked like a prison wall to a fake storefront is a positive one, but I fail to see why the wall of the fake storefront could not have a stone veneer, or how its elimination is consistent with the promised high level architectural detail.

Section 3.1.E: *"...the total number of palms trees has been reduced from 17 to 13 trees."* It might have helped to indicate, perhaps in the staff report, exactly which 4 palms are being eliminated, and why. And it is unclear from the remainder of this statement if the landscaping proposal being presented to the Planning Commission is actually going to happen. It seems contingent on future negotiations with Caltrans, the outcome of which is uncertain.

Section 3.1.F: *"...providing a hedge and palm tree feature that serves as a unifying design feature that ties the Mariner's Mile corridor together."* For unknown reasons, in the early days of the Coastal Act the northwest corner of the PCH/Dover Drive intersection was (and I think inappropriately) removed from the Coastal Zone. However, the bulk of the Mariner's Mile corridor *is* in the Coastal Zone, and as characteristic as palms may seem in California coastal cities, the Coastal Commission has recently shown a decided displeasure with any use of non-native plants for landscaping (for example, allowing retention of existing palm trees at Marina Park, but not allowing their replacement should they die). As a result, the proposed palm and hedge landscaping may in the future be seen more as an anachronistic aberration than as *"a unifying design feature."*



**CITY OF NEWPORT BEACH
COMMUNITY DEVELOPMENT DEPARTMENT
3300 NEWPORT BOULEVARD, BLDG. C
NEWPORT BEACH, CA 92658-8915
(949) 644- 3210**

Memorandum

To: Planning Commission
From: James Campbell, Principal Planner *JWC*
Date: January 29, 2013
Re: Agenda Item #3, Planning Commission Meeting dated February 7, 2013
Uptown Newport Beach (PA2011-134)
Affordable Housing Implementation Plan (AHIP)

Attached is a copy of the most recent draft AHIP highlighting only the changes from the previous draft that is attached to the December 20, 2012, memorandum to the Planning Commission. The prior draft included revisions in an "underline/strikeout" format and those changes have been incorporated within the attached draft.

1. Section VIII - Phasing of the Affordable Housing Production

The attached draft requires the commencement of construction of 50% of the affordable units prior to occupancy of 50% of the market-rate units. The prior draft had the same quantity of affordable units being commenced prior to occupancy of 75% of the market-rate units. Staff was concerned that a significant portion of each phase could be constructed early delaying affordable housing production to the later stages of each phase. By requiring the commencement of construction of 50% of the affordable units earlier in project implementation, a sizable remaining amount of market-rate units will provide sufficient incentive to ensure timely completion of the affordable units.

2. Section XI – Right to Assign

The changes to this section simply clarify the ability to assign the Affordable Housing Agreement (AHA) with the approved AHIP. Section VIII requires a future AHA to be executed and recorded prior to recordation of the Final Map for the project.

Attachment: Draft Affordable Housing Implementation Plan dated January 29, 2013.

**UPTOWN NEWPORT
AFFORDABLE HOUSING IMPLEMENTATION PLAN**

~~December 14, 2012~~ January 29, 2013

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I. Introduction

Uptown Newport consists of 25 acres of developed land located in the City of Newport Beach on the north side of Jamboree Road at the intersection of Fairchild Road. The property was originally developed as part of the Koll Center, and has been used for manufacturing telecommunications equipment and computer chips since the 1970's. The property currently includes two industrial buildings that are leased to multiple tenants including TowerJazz, who manufactures computer chips onsite. The property is currently accessed via two entries on Jamboree Road, a drive access via Birch, and a drive access via Von Karman Avenue.

The City's General Plan allows for infill development and redevelopment of the Airport Business Area including up to 2,200 residential units. In September of 2010, the City approved the Koll-Conexant Integrated Conceptual Development Plan (ICDP), which provides a framework for residential development on both the Koll and Conexant properties within the Airport Business Area. The ICDP allocated a maximum of 1,244 residential units and up to 11,500 square feet of retail to be developed on the Uptown Newport (formerly Conexant) property, and up to 260 residential units to be developed on the Koll property.

II. Project Description

The Uptown Newport Planned Community Development Plan (PA2011-134) project will include redevelopment of the 25-acre property into a high-density mixed use residential project. Up to 1,244 residential units, 11,500 square feet of retail, and 2 acres of park space are planned as part of the project.

The project is anticipated to be developed in two primary phases. Phase 1 will include demolition of the existing single-story office building at 4311 Jamboree, and development of the westerly portion of the property, including the frontage along Jamboree Road. Phase 1 will include development of up to 680 residential units and up to 11,500 square feet of retail space, and is projected to commence in 2013. Phase 2 will include demolition of the existing TowerJazz fabrication building, and development of approximately 564 residential units on the easterly portion of the property.

The number of residential units planned to be developed is based upon replacement units allocated to the site based on conversion of existing office and industrial uses to residential uses, additive units allocated pursuant to the General Plan, and density bonus units allowed pursuant to Government Code Section 65915-65918 ("State Density Bonus Law") and City of Newport Beach Municipal Code Chapter 20.32 (the "Density Bonus Code").

On the Uptown Newport site, up to 632 units would replace the existing industrial and office uses which are to be demolished, 290 units are additive for a total of 922 units ("Base Units"). Up to 322 additional units can be developed as density bonus units pursuant to the State Bonus Density law and the Density Bonus Code.

Replacement Units	632
Additive Units	<u>290</u>
Subtotal – Base Units	922
Density Bonus Units @ 35%	<u>322</u>
Total Units	1,244

The State Density Bonus Law and the City's Density Bonus Code provide for an increase in the number of units of up to thirty-five percent (35%) above the maximum number of units allowed by the General Plan provided the project constructs a minimum number of affordable units depending upon what income category is served. At the maximum density bonus of 35%, the Project could accommodate up to 322 additional units above the 922 Base Units for a total of 1,244 total units.

This AHIP is intended to implement affordable housing requirements for the Uptown Newport project pursuant to the State Bonus Density Law, Title 19 Chapter 19.54 of the Newport Beach Municipal Code (the "Inclusionary Code"), and the Density Bonus Code.

III. Affordable Housing Obligation

Subdivision projects that result in a net increase of residential units have a requirement to provide affordable housing pursuant to the City's inclusionary housing requirements that are set forth in chapter 19.54 of the Municipal Code as well as the Density Bonus Code set forth in chapter 20.32 of the Municipal Code (combined, the "Affordability Requirements" or "Affordable Housing Requirements").

The Owner seeks to achieve the maximum 35% density bonus, and will meet the Affordable Housing Requirements by the construction of affordable housing as follows:

- By providing a minimum of eleven percent (11%) of the Base Units (102 units) for **Very-Low Income households** for rent, or
- By providing a minimum of twenty percent (20%) of the Base Units (185 units) for **Low-Income households** for rent, or
- By providing a minimum of forty percent (40%) of the Base Units (369 units) for **Moderate-Income households** for ownership, or
- By providing a combination of the above.

In the event a combination of the above housing types is constructed, a Very-Low Income unit shall be deemed to be the equivalent of 3.6 Moderate Income units or 1.8 Low-Income units. A Low-Income unit shall be the equivalent of 2 Moderate-Income units. For example, if 30 Very-Low Income units are constructed, either 131 Low-Income or 261 Moderate Income units would be required to complete the affordability requirements. If 89 Low-Income units are constructed, 191 Moderate-Income units are required. For this conversion the required number of units shall be rounded up to the nearest whole number.

In the event that the Project utilizes a density bonus of less than 35%, then the Affordability Requirements would be reduced pro-rata with the reduction of market rate units through an amendment to this AHIP.

IV. Methods to meet Affordability Requirements

The Owner shall meet its Affordable Housing Requirements by developing the affordable units on site. Pursuant to section 20.32.070 of the City Municipal Code, affordable units shall be dispersed throughout the Planned Community unless clustering of the affordable units in one or more sections of the Planned Community is approved by the Community Development Director.

V. Definitions

The City's Affordability Requirements and Affordable Housing Requirements set out certain definitions and descriptions to assist in the implementation of the requirements, many of which are indicated below. These definitions and descriptions will be utilized in the interpretation of the requirements under this AHIP:

- A. Affordable Housing Agreement (AHA).** Section 20.32.100 of the Density Bonus Code requires that an applicant that seeks a density bonus shall enter into an Affordable Housing Agreement ("AHA") with the City. Section 19.54.020(A) of the Inclusionary Code states that the AHA shall provide legal restrictions by which the affordable units shall be restricted to ensure that the units remain affordable to very low-, low-, or moderate-income households, as applicable. With respect to rental units, rent restrictions shall be in the form of a regulatory agreement recorded against the applicable property. With respect to owner-occupied units, resale controls shall be in the form of resale restrictions, deeds of trust, and/or other similar documents recorded against the applicable property.
- B. Affordable Housing Cost.** Pursuant to State of California Health & Safety Code Section 50052.5, affordable housing costs for any owner-occupied for-sale affordable units shall be as follows:
 - a. The affordable housing costs for very low-income households shall not exceed thirty (30) percent of fifty (50) percent of area median income for Orange County adjusted for household size appropriate for the unit.
 - b. For low-income households the affordable housing costs shall not exceed thirty (30) percent of seventy (70) percent of area median income for Orange County adjusted for household size appropriate for the unit. For those low-income households with incomes above seventy (70) percent of area median income the maximum affordable housing cost may be increased to thirty (30) percent of the income of the household.
 - c. For moderate-income households the affordable housing costs shall not be less than twenty-eight (28) percent of the gross income of the household nor exceed thirty-five (35) percent of one hundred ten (110) percent of Orange County area median income adjusted for household size appropriate for the unit. Furthermore, for those moderate-income households with incomes above one hundred ten (110) percent of area

median income the affordable housing costs may be increased to thirty-five (35) percent of the gross income of the household.

- d. Pursuant to sections 19.54.020 (C) and (D) of the City's Municipal Code "Adjusted for household size appropriate for the unit" shall mean a household size based upon two (2) persons per bedroom except for efficiency units where the household size shall be one (1) person.

C. Affordable Rental Price. – Municipal Code section 19.54.020(D) defines an affordable rental price as an annual rent that does not exceed thirty (30) percent of the maximum income level for very low-, low-, and moderate-income households, as adjusted for household size. In determining the maximum household income for a given affordable unit, it shall be based upon each bedroom being occupied by two persons, except for efficiency units (one person).

D. Affordable Unit. Municipal Code section 19.54.020 (E) defines an Affordable Unit as an ownership or rental-housing unit, including senior housing, affordable to households with very low-, low-, and moderate-incomes as defined herein.

E. Low-Income. Municipal Code section 19.54.020 (G) defines low-income as an income between fifty (50) percent and eighty (80) percent of the Orange County median income, adjusted for actual household size, as determined by the California Department of Housing and Community Development ("HCD"). Within this AHIP "low-income" and "lower-income" shall have the same meaning.

F. Moderate-income. Municipal Code section 19.54.020 (H) defines moderate-income as an income between eighty (80) percent and one hundred twenty (120) percent of the Orange County median Income, adjusted for actual household size, as determined by the HCD.

G. Very low-income. Municipal Code section 19.54.020 (I) defines very low-income to mean income fifty (50) percent or less of the Orange County median income, adjusted for actual household size, as determined by the HCD.

H. Annual Adjustments. Orange County Area Median Incomes utilized for setting the Affordable Housing Price, Affordable Housing Costs, and Affordable Rental Price shall be those published annually by HCD.

I. Permissible Residency. Whenever an occupancy restriction identifies a particular household category for occupancy, households with less income may also occupy that unit. So, for example, if a unit has a Moderate-Income restriction, Low-Income and Very-Low Income households may occupy that unit. Similarly, if a unit has a Low-Income restriction, Very Low-Income households may occupy that unit.

J. Rental Income Limits Established. The permissible rental rates for the affordable units shall not exceed the Affordable Rental Price described earlier in this AHIP.

K. Affordable Housing Costs Established. The permissible Affordable Housing Costs for the affordable units shall not exceed the Affordable Housing Costs described earlier in this AHIP.

L. Term of Affordability Restrictions.

- a. The affordable rental units provided through the implementation of this AHIP shall be legally restricted to occupancy by, and affordable to, households meeting the income requirements designated herein for a minimum duration of thirty (30) years from the date of the certificate of occupancy for the affordable units.
- b. Any affordable owner-occupied units provided through the implementation of this AHIP will be restricted to occupancy by, and affordable to, moderate income households. The term of the restrictions will run until the earlier of (i) the termination of the affordability restrictions in accordance with the equity sharing provisions described in section c(i) below or (ii) thirty (30) years from the date of the initial Certificate of Occupancy.
- c. The affordability restrictions will be documented by the recording of the following documents against the affected units:
 - i. In the case of owner-occupied for-sale units a Regulatory Agreement, Restrictive Covenant, or equivalent will be recorded against each affordable unit upon the sale to the initial occupant. The new qualified owner will also sign a promissory note with the City as beneficiary in the amount of the City's initial subsidy, which shall be as defined in section 20.32.090 B 2 (a) of the Density Bonus Code. The promissory note will be secured by a trust deed, which will be recorded against the unit and subordinated to conventional financing secured by the buyer, which will be in first position on title. The affordable units shall be subject to the City's equity sharing requirements which are described in section 20.32.090 B of the City's Density Bonus Code.
 - ii. In the case where the restricted units are rental units, a Regulatory Agreement or equivalent will be recorded against the apartment project assuring the continued affordability of the restricted units for a minimum of 30 years. The Regulatory Agreement will be subordinate to any conventional mortgage or bond financing which has a first trust deed position against the apartment project.

M. Units Applicable against RHNA Requirements. The City and Owner agree that any affordable units produced through the implementation of this AHIP may be used by the City to meet its Regional Housing Needs Assessments ("RHNA") specified by the Southern California Association of Governments ("SCAG").

N. Orange County Area Median Income. Annually HCD publishes area median incomes ("AMI") for each county in California. HCD revised and updated its 2012 income limits on February 1, 2012. The 2012 income limits for Orange County are as follows:

Orange County Median Income - 2012

Household Size	1	2	3	4	5
Income Category:					
Extremely Low Income	\$20,250	\$23,150	\$26,050	\$28,900	\$31,250
Very Low Income	\$33,750	\$38,550	\$43,350	\$48,150	\$52,050
Lower Income	\$53,950	\$61,650	\$69,350	\$77,050	\$83,250
Median Income	\$59,700	\$68,250	\$76,750	\$85,300	\$92,100
Moderate Income	\$71,650	\$81,900	\$92,100	\$102,350	\$110,550

Source: Department of Housing & Community Development, revised 2/1/12

VI. Assurance of the Development of Affordable Housing.

1. If the Owner has not commenced the development of affordable units in accordance with the phasing plan described in section VIII below then the City may withhold Certificates of Occupancy for the market rate units under construction until the Owner or successor in interest has commenced or completed the development of the affordable units.
2. For purposes of this section "commence the development" shall mean (i) commence or complete the construction of the affordable units, or (ii) issuance of building permits for or completion of the construction of the affordable units.

VII. Phasing of the Affordable Housing Production.

1. Affordable housing shall be constructed in each of the two proposed phases of development. Based upon the current phasing plan where 680 units are proposed for Phase 1 (55% of the project) and 544 units are proposed for Phase 2 (45% of the project), the minimum number of affordable units to be constructed in Phase 1 shall be 55% and shall not exceed 60% of the total affordable housing obligation for the Uptown Newport project. The remaining affordable housing obligation shall be constructed in Phase 2.
2. Prior to the issuance of a certificate of occupancy for fifty percent (50%) ~~seventy-five (75%)~~ of the market rate units planned within each Phase, the Owner shall commence construction or complete the construction of a minimum of fifty percent (50%) of the affordable units required to be constructed within each Phase.
3. Prior to the issuance of a certificate of occupancy for one hundred percent (100%) of the market-rate units within each Phase, the Owner

shall obtain a certificate of occupancy for all affordable units required to be constructed within each Phase.

- VIII. ***Affordable Housing Agreement.*** An AHA referencing the terms of this AHIP shall be executed and recorded between the City and Owner prior to recordation of the Final Map for the project.
- IX. ***Amendments of the AHIP.*** This AHIP may be amended by mutual agreement of the parties which will require City Council approval pursuant to section 19.54.060 of the Municipal Code.
- X. ***Successors in Interest.*** The obligations and benefits applying to the Owner under this AHIP shall also apply to any successors in interest to the Owner.
- XI. ***Right to Assign.*** Owner shall have the right to assign the AHA or this AHIP, including all benefits, covenants, duties, and obligations contained herein, upon the City's prior approval, which shall not be unreasonably withheld or delayed. Owner shall notify the City in writing of the assignment at least thirty (30) days prior to completion of the assignment. Owner's notice of assignment to the City shall include the name of, and contact information for the assignee. Upon completion of the assignment, the assignee shall assume and be responsible and liable for the performance of all duties and obligations set forth in the AHA and this AHIP, excepting only those duties and obligations expressly retained by Owner, if any, as part of the assignment.

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CITY OF NEWPORT BEACH
PLANNING COMMISSION STAFF REPORT

February 7, 2013 Meeting

Agenda Item 3

SUBJECT: Uptown Newport Village - (PA2011-134)
4311-4321 Jamboree Road

- Environmental Impact Report No. ER2012-001
- Planned Community Development Plan Amendment No. PD2011-003
- Planned Community Development Plan Adoption No. PC2012-001
- Traffic Study No. TS2012-005
- Tentative Tract Map No. NT2012-002
- Affordable Housing Implementation Plan No. AH2012-001
- Development Agreement No. DA2012-003

APPLICANT: Shopoff Management, Inc. (Uptown Newport LP)

PLANNER: Rosalinh Ung, Associate Planner
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On December 20, 2012, the Planning Commission continued the consideration of the Uptown Newport project to February 7, 2013. The commission took straw votes on the following:

1. No need to re-circulate the draft environmental impact report.
2. The draft environmental impact report is adequate and should be referred for certification by the City Council.
3. The draft statement of overriding considerations is appropriate and should be referred to the City Council for consideration.
4. The proposed amendment of the Koll Center PC is appropriate and should be referred to the City Council for consideration.
5. The project is consistent with the General Plan and Integrated Conceptual Development Plan as it relates to vehicle and pedestrian connectivity with surrounding properties.
6. The following components of the proposed Uptown Newport Planned Community documents are adequate and should be referred to the City Council for adoption:
 - a. Land Uses, Development Standards and Procedures (as modified)

b. Phasing Plan (as modified)

The Commission did not complete the review of the proposed Design Guidelines, Tract Map conditions, Affordable Housing Implementation Plan, and Development Agreement.

Based on the Planning Commission's comments from the previous meeting, the applicant has revised the Land Uses, Development Standards and Procedures (PC Text), Phasing Plan, and Design Guidelines. These revised documents along with a document showing the changes to the text are attached for the Commission consideration. Also attached is the latest revised Affordable Housing Implementation Plan with changes highlighted. Staff has reviewed and supports the changes made to these documents.

Staff received 2 letters (attached) addressed to the Planning Commission regarding the Uptown Newport project. One letter supports the project and the other expresses a concern regarding public notice of the 2006 General Plan Update where the change in General Plan designations for the Airport Area were approved.

Prepared by:


Rosalinh Ung
Associate Planner

Submitted by:


Kimberly Brandt, AICP
Director

ATTACHMENTS

- PC1 Revised Land Uses, Development Standards and Procedures¹
- PC2 Revised Phasing Plan¹
- PC3 Revised Design Guidelines¹
- PC4 Land Uses, Development Standards and Procedures - Red-lined Word Document¹
- PC5 Phasing Plan - Red-lined Word Document¹
- PC6 Design Guidelines - Red-lined Word Document¹
- PC7 Correspondence

Note: ¹These documents are not included in the staff report due to their size and bulk. They are available at the City Hall in the office of Planning Division and online at www.newportbeachca.gov/planningcommission.

Attachment No. PC 1
Revised Land Uses, Development
Standards and Procedures



UPTOWN NEWPORT

Planned Community Development Plan

Land Uses
Development Standards
& Procedures

Uptown Newport LP
January 25, 2013

UPTOWN NEWPORT

Planned Community Development Plan

Land Uses, Development Standards & Procedures

Applicant:

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1. INTRODUCTION AND PURPOSE OF DEVELOPMENT PLAN

1. Introduction and Purpose of Development Plan

1.1 INTRODUCTION

The Uptown Newport Planned Community Development Plan, hereinafter referred to as “the Uptown Newport PC,” is located within the City of Newport Beach Airport Area. Regional access to the 25-acre project site (also referred to as “Subject Property”) is provided by Jamboree Road, Birch Street, Von Karman Avenue, and MacArthur Boulevard.

The Uptown Newport PC is located in close proximity to the 405, 73 and 55 Freeways via MacArthur Boulevard and Jamboree Road as shown on Figure 1-1. Uptown Newport is located near regional open space areas, including Upper Newport Bay, Mason Regional Park in Irvine and the San Joaquin Freshwater Marsh. It is also located near the University of California - Irvine (UCI) with immediate adjacency to the UCI North Campus opposite the Subject Property on Jamboree Road.

The Uptown Newport PC site was originally developed as part of the Koll Center Newport, and has been used for manufacturing telecommunications equipment and computer chips since the 1970's. The City's General Plan calls for infill development and redevelopment of the Airport Business Area. The General Plan allows for up to 2,200 residential units to be developed in the Airport Business Area. In September of 2010, the City approved the Integrated Conceptual Development Plan (ICDP) to provide a framework for residential development on both the Koll Center Newport and Uptown Newport PC properties (the Uptown Newport PC site was referred to as the “Conexant Site” in the ICDP). The ICDP allocated 1,244 residential units and up to 11,500 square feet of retail to be developed on the Uptown Newport PC property and up to 260 residential units to be developed on the Koll property. The Uptown Newport PC provides the regulatory framework for redevelopment of the Subject Property into a high-density mixed use residential project.

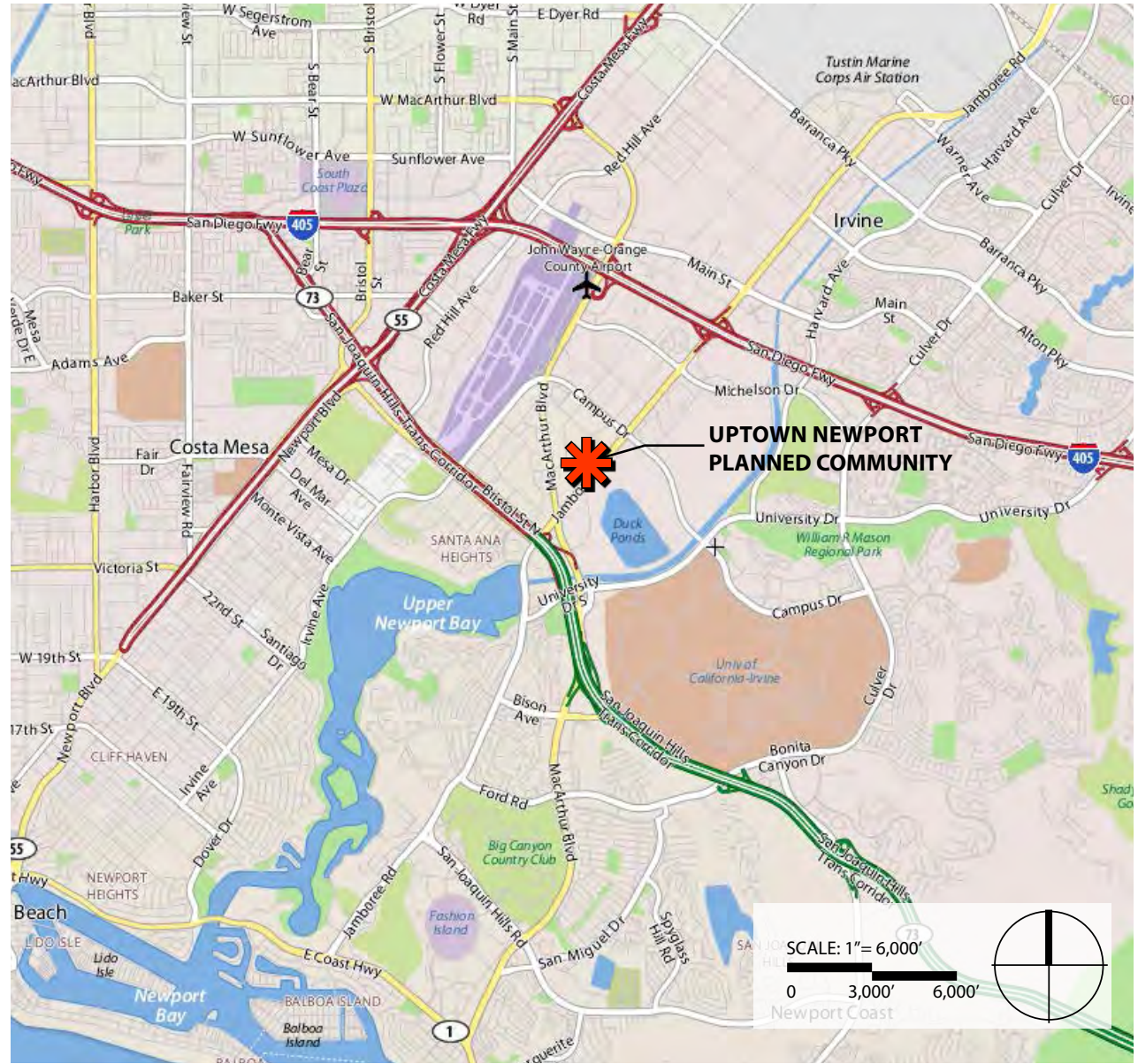


Figure 1-1: Regional Location Map

1. INTRODUCTION AND PURPOSE OF DEVELOPMENT PLAN

1.2 AIRPORT AREA CONTEXT

Uptown Newport is located within the Conceptual Development Plan Area of the City's Airport Area, as defined by the City's General Plan. The Airport Area encompasses approximately 360 acres of land located southeast of the John Wayne Airport (JWA), and is bound by Jamboree Road, Campus Drive, and Bristol Street. The ICDP area includes a portion of the 75-acre Koll property, and the 25-acre Uptown Newport property. These two properties are part of the larger Koll Center, which was developed as a master planned campus office park, governed by the Koll Center Newport Planned Community Development Plan (PC-15 - Koll Center) adopted by the City of Newport Beach on August 14, 1972 (Ordinance No. 1449). The Koll Center Planned Community extends northeast from the intersection of MacArthur Boulevard and Jamboree Road to Campus Drive. Refer to Figure 1-2 for the location of the project site within the City of Newport Beach and in the context of the Airport Area.



Figure 1-2: The Airport Area and the Uptown Newport Planned Community Development Area

1. INTRODUCTION AND PURPOSE OF DEVELOPMENT PLAN

1.3 IMMEDIATE CONTEXT

As illustrated in Figure 1-3, the Uptown Newport PC site is developed with two buildings aligned along the northwestern perimeter of the site. The northernmost building located at 4321 Jamboree ranges from approximately 40-50 feet in height. The building is approximately 311,452 square feet in size, and includes both industrial and supporting office uses. The southernmost building located at 4311 Jamboree is approximately 25 feet in height and approximately 126,675 square feet in size, and includes office uses, lab space, a data center, and cafe uses. Parking for both buildings is provided in adjacent surface parking lots.

The site is immediately bounded by Jamboree Road to the southeast, fast food restaurants to the northeast, and by existing office development within the Koll Center Newport to the northwest and southwest. Refer to Figure 1-3 for an illustration of the project site's orientation to nearby streets and surrounding land uses.

Direct access to the Uptown Newport PC is currently provided by two entries on Jamboree Road, one of which is signalized, and one entry on Birch Street. Von Karman Avenue to the northwest and MacArthur Boulevard to the west do not provide direct vehicular access to the Uptown Newport PC due to existing development within Koll Center Newport. An access drive easement is located at the western-most corner of the site and provides emergency access through the Koll Center Newport to Von Karman Avenue from the Uptown Newport PC.



Figure 1-3: Aerial photo of the future Uptown Newport project site.

1. INTRODUCTION AND PURPOSE OF DEVELOPMENT PLAN

1.4 PURPOSE

The Uptown Newport Land Uses, Development Standards & Procedures coordinates and regulates development of the residential, commercial, open space, circulation and other land uses that may be developed within the Uptown Newport site. It also serves as the implementing zoning document for the property and implements the Newport Beach 2006 General Plan and the approved Integrated Conceptual Development Plan (ICDP). The ICDP encourages the development of coordinated, cohesive and environmentally-friendly residential and mixed use projects in the Airport Area, designed to create new urban villages with a distinctive sense of place.

The Uptown Newport PC provides a framework for converting the existing industrial uses at the project site into a new village within the Airport Area, with a mix of uses, densities and amenities. The proposed land use intensity is compatible with existing and anticipated development planned in the Airport Area. It also permits the existing industrial development as an allowed interim use until the existing TowerJazz lease expires, or until March 2027, whichever occurs first, and ensures an orderly transition to new residential mixed-use village land uses.

The Uptown Newport PC allows for the demolition and replacement of 438,127 square feet of existing industrial and office uses allocated to the Uptown Newport site with a residential and mixed-use development. The location of proposed land uses are illustrated on Figure 2-1. A new street system will be developed to provide appropriate circulation throughout the project site for both pedestrians and vehicles, breaking up the project site into multiple development areas.

1.5 RELATIONSHIP TO MUNICIPAL CODE

Except as otherwise noted in the Uptown Newport PC, whenever the development regulations of this plan conflict with the regulations of the Newport Beach Municipal Code, the regulations contained herein shall prevail. The Municipal Code shall regulate the Uptown Newport PC whenever regulations are not provided within these district regulations. All words and phrases used in the Uptown Newport PC shall have the same meaning and definition as used in the City of Newport Beach Municipal Code unless defined differently in this document.

1.6 RELATIONSHIP TO AIRPORT AREA CONCEPTUAL DEVELOPMENT PLAN

In 2006 the City of Newport Beach adopted a voter-approved comprehensive update to its General Plan, which includes a plan for infill development within the Airport Area (Statistical Area L4), located immediately east of John Wayne Airport and bounded by Jamboree Road, Campus Drive and Bristol Street. The policies promote the introduction of residential and mixed-use development within the airport area, provided that such development contributes to the creation of viable neighborhood clusters with appropriate infrastructure, pedestrian-oriented features and open spaces, and with a pattern of development that offers a strong sense of community and livability.

The General Plan policies allow for a maximum of 2,200 units of housing within the Airport Area. All but 550 of these units must replace existing development so that there is no

net gain of vehicular trips; the 550 “additive” units may be constructed on existing surface parking lots or areas not used for occupiable buildings located east of MacArthur Boulevard. This area, referred to in the General Plan as the Conceptual Development Plan Area (depicted on Figure LU22 of the General Plan Land Use Element), has strong potential for the introduction of new residential development, as it includes two large tracts of assembled property, including the 75-acre Koll Center Newport property and the Uptown Newport site.

The Koll Center Newport and Uptown Newport properties require the adoption of a conceptual plan in accordance with the General Plan.

1.7 RELATIONSHIP TO THE INTEGRATED CONCEPTUAL DEVELOPMENT PLAN

In September of 2010, the City approved the Koll-Conexant ICDP, which provides a framework for residential development on both the Koll and Conexant properties within the Airport Business Area. The ICDP is aimed at fulfilling the policies of the General Plan, ensuring cohesive and livable neighborhoods oriented to parks and pedestrian ways. In the ICDP, the Uptown Newport PC property was referred to as the “Conexant Site”.

The ICDP establishes a framework for development of individual projects within the site area, including goals and guidelines for land uses, height and bulk of buildings, sustainable development practices, unifying landscape, lighting and signage themes, streets and pedestrian circulation, recreation and open space.

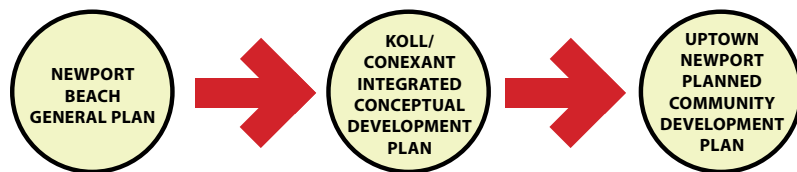


Figure 1-4: Regulatory Hierarchy.

1. INTRODUCTION AND PURPOSE OF DEVELOPMENT PLAN

The ICDP provides for the redevelopment of the 25-acre Uptown Newport site and for the redevelopment of a 12.7-acre portion of the Koll Center office park between Birch Street and Von Karman Avenue with new residential development and open space, carefully integrated with existing office buildings and parking structures which will remain on the Koll Center Newport site. Connectivity within and between

the two properties will be provided with existing and new pedestrian ways improved with parking lot screening, planting and/or enhanced pavings which are compatible between the Koll and Conexant properties.

The ICDP permits a total of up to 1,504 new residential units; 1,244 of which are planned and could be developed on the

Uptown Newport site and the remaining 260 units on the Koll property (refer to Figure 1-5 and Table 1-1). Within the Uptown Newport PC, up to 632 units would replace existing industrial and office uses that are planned to be demolished. The remaining 290 units would be additive. The Uptown Newport PC includes the ability to construct up to 322 density bonus units on-site as an incentive to provide affordable housing in addition to that needed to satisfy the City's affordable housing requirements.

The Uptown Newport PC was prepared based upon the goals, guidelines and principles of the ICDP, and is designed to implement in greater detail and specificity those goals, guidelines and principles.

1.8 RELATIONSHIP TO DESIGN GUIDELINES AND PHASING PLAN

This document sets forth the zoning regulations and land use standards for development within the Uptown Newport project. It is intended to be used in conjunction with the Uptown Newport Design Guidelines and Phasing Plan for development within the Uptown Newport PC. The Design Guidelines provide additional standards, policies, and goals including; site planning, architectural, site development, landscape, and signage design guidelines that are intended to be used as a guide during the review process for implementing projects. The Phasing Plan outlines the phasing for the Uptown Newport PC, and is intended to be used as a general guide for the phasing of development within the Uptown Newport PC, including interim conditions between Phase 1 and Phase 2.

TABLE 1-1: ICDP UNIT ALLOCATION SUMMARY

	Additive	Replacement	Density Bonus	Total
Koll Site	260			260
Conexant Site*	290	632	322	1,244
Totals	550	632	322	1,504

**The Subject Property was referred to as the "Conexant Site" in the ICDP*



Figure 1-5: ICDP Conceptual Plan

1. INTRODUCTION AND PURPOSE OF DEVELOPMENT PLAN



Figure 1-6: Master Site Plan

2. LAND USE REGULATIONS

2. Land Use Regulations

2.1 LAND USE

The Uptown Newport PC is intended to be a multi-family residential community with neighborhood-serving retail uses. Permitted uses are described in Section 2.1.2 and Table 2-2.

Prior to adoption of the Uptown Newport PC, development on the Uptown Newport property has been controlled by the Koll Center PC-15. The Uptown Newport PC replaces the Koll Center PC with respect to the development of the Uptown Newport site. It is recognized, however, that development and absorption of these elements within the Uptown Newport PC may require a span of several years to commence and complete, and that in the interim, industrial and commercial uses of the site will continue. Existing light industrial and office uses will be phased out as development is implemented. Prior to March 12, 2027 existing uses will continue to be allowed pursuant to the Uptown Newport PC and the Newport Beach Municipal Code (NBMC) relating to non-conforming uses and structures.

The conditions, standards, and other provisions of Uptown Newport PC are in no way intended to discourage or prohibit the continued uses of the existing industrial uses on the site as development of the urban village concept proceeds.

2.1.1 Existing Uses

Any use within the Uptown Newport PC lawfully existing at the time of the effective date of this PC may continue as an interim use and is subject to the NBMC. Provided, however, existing light industrial uses including their ancillary commercial/office related uses will cease when the existing TowerJazz lease expires, or until March 12, 2027, whichever comes first. Permitted existing uses consist of the following:

I. Existing Light Industrial Uses

A. To allow uses primarily engaged in research activities, provided that such activities are confined within a building or buildings and do not contribute excess noise, dust, smoke, vibration, odor, toxic or noxious matter to the surrounding environment nor contain a high hazard potential, due to the matter of the product material or processes involved. Such activities may include but shall not be limited to research laboratories and facilities, developmental laboratories and facilities and compatible light manufacturing related to the following list of examples:

1. Bio-Chemical
Chemical
Film and Photography
Medical and Dental
Metallurgy
Pharmaceutical
X-Ray
2. Manufacture, research assembly, testing components, devices, equipment and systems and parts and components such as but not limited to the following list of examples:
Coils, Tubes, Semi-Conductors
Communication, Navigation Control, Transmission and Reception Equipment, Control Equipment and Systems Guidance Equipment and Systems
Glass Edging, Beveling, and Silvering
Data Processing Equipment and Systems
Graphics, Art Equipment

Metering Instruments
Optical Devices, Equipment and Systems
Phonographs, Audio Units, Radio Equipment and Systems
Scientific and Mechanical Instruments
Testing Equipment

B. To allow the location of offices and areas associated with and accessory to the permitted light industrial uses listed under IA:

1. Administrative, professional and business offices
2. Regional or home offices of industries which are limited to a single use
3. Blueprinting, photostating, photo engraving, printing, publishing and bookbinding, provided that no on-site commercial service is associated with said uses
4. Cafeteria, cafe, restaurant, bar, theater/nightclub or auditorium subject to the procedures, regulations and guidelines set forth in the Newport Beach Municipal Code

II. Industrial Service and Support Facilities Permitted Uses

A. To allow a combination of general industry, business and professional offices, and industrial support activities, provided that such activities are confined within a building or buildings, and do not contribute excessive noise, dust, smoke, vibration, odor, toxic or noxious matter to the surrounding environment nor contain a high hazard potential due to the nature of the products, materials or processes involved.

1. All uses permitted under Part I
 - a. Business and professional offices
 - b. Industrial Support Facilities, to include activities limited to the sale of products or services
 - c. Distribution and warehousing plants

2. LAND USE REGULATIONS

2.1.2 Permitted Uses

Permitted uses are those uses set forth in Table 2-2. Accessory Uses as defined herein are also permitted. Land uses that are not listed in the table herein are not allowed, except as otherwise provided by Chapter 20.12 (Interpretation of Zoning Code Provisions) of the NBMC.

Interface between retail and residential uses will incorporate mitigation features as outlined in Chapter 3 of the Design Guidelines document to limit nuisances such as odors and noise generated by the retail uses. The residential use interior sound attenuation requirement shall be a CNEL value not exceeding an interior level of 45 dB.

Additional commercial/retail uses in excess of 11,500 square feet is permitted through conversion of residential units in accordance with the City's traffic neutral policy or through a transfer of development intensity consistent with the General Plan. Retail uses are permitted throughout the Uptown Newport PC.

Appropriate written notifications shall be provided to all initial and subsequent buyers, lessees, and renters within the Uptown Newport PC notifying them that the area is in the vicinity of John Wayne Airport and, as a result, residents and occupants of buildings may experience inconvenience, annoyance or discomfort arising from the noise resulting from aircraft operating at the airport.

2.1.3 Special Events

The mixed-use and open character of Uptown Newport may be conducive to the hosting of a variety of Special Events (as defined in NBMC) throughout the year. Special Events must comply with NBMC.

2.2 DEVELOPMENT PROGRAM

The development program in the Uptown Newport PC is consistent with those established by the ICDP and are identified in Table 2-1. The development program may be modified through amendments to the Uptown Newport PC or the approval of a transfer of development rights. Carts, kiosks, temporary, and Accessory Uses are permitted and are not counted towards development units or square footage allocated in the Uptown Newport PC.

2.3 TRANSFER OF DEVELOPMENT RIGHTS

The transfer of development rights within this Planned Community to areas in the Airport Area Conceptual Development Plan identified in the General Plan is allowed in accordance with the permitted densities, the General Plan and NBMC.

TABLE 2-1: DEVELOPMENT PROGRAM

LAND USE	
Residential	922 units
Residential Density Bonus ¹	322 units
Total Residential	1,244 units
Commercial (Retail)	11,500 sq. ft.

¹Density bonus units pursuant to state law & NBMC

2. LAND USE REGULATIONS

TABLE 2-2: PERMITTED LAND USE REGULATION TABLE

RESIDENTIAL (4)	
Multi-Unit Dwellings	P
Home Occupations	P
Live-Work Units	P
Senior Citizen Housing	P
CARE USES	
Adult Day Care: Small (6 or fewer, in home)	P
Child Day Care: Small (8 or fewer, in home)	P
Day Care, General (commercial)	CUP (3)
Congregate Care Home	CUP
Convalescent Facility	CUP
RETAIL USES (1)	
Alcohol Sales (off-sale)	MUP
Alcohol Sales (off-sale) Accessory Only	MUP
Antiques	P
Artists supplies	P
Bakeries	P
Bicycles	P
Books	P
Boutique shops	P
Clothing and accessories	P
Cameras and photographic supplies	P
Convenience markets/stores/food and beverages	P
Handcrafted items	P
Jewelry	P
Luggage and leather goods	P
Musical instruments, parts and accessories	P
Office supplies	P
Pharmacies	P
Real estate information center	P
Shoe stores	P
Sporting goods and equipment	P
Tobacco	P
Toys and games	P
SERVICE USES - BUSINESS, FINANCIAL, MEDICAL AND PROFESSIONAL (1)	
ATM's	P
Financial Institutions and Related Services	P
Offices - Medical and Dental	P

SERVICE USES - GENERAL (1)	
Animal Grooming/Veterinary Services (no boarding)	P
Artists Studios	P
Eating and Drinking Establishments	
Accessory food service (open to public)	P (2)
Fast Food (no late hours)	P
Fast Food (with late hours)	MUP (2)
Food Service (no late hours)	P
Food Service (with late hours)	MUP (2)
Take-Out Service, Limited	P
Health Fitness Facilities	
Small - 2,000 sq. ft. or less	P
Large - Over 2,000 sq. ft.	CUP
Medical Retail/ Services	
Body scanning	P
Dental enhancement treatments	P
Eye exam, eyeglass/contact lens sales	P
Skin treatments	P
Personal Services	
Clothing Rental Shops	P
Dry Cleaners - Agent Only	P
Hair Salons/ Barber Shops	P
Home electronics and small appliance repair	P
Locksmiths	P
Massage Establishments	MUP
Massage Establishments, Accessory	MUP
Nail Salons/ Beauty Shops	P
Spas	P
Tailors and seamstresses	P
Tanning salons	P
Travel agencies/services	P
Postal Services	P
Printing and Duplicating Services	P
TRANSPORTATION, COMMUNICATIONS AND INFRASTRUCTURE USES	
Utilities, Minor	P
Wireless Telecommunication Facilities	MUP
OTHER USES	
Accessory Structures and Uses	P
Personal Property Sales	P
Temporary Uses	LTP

LEGEND

P = Permitted By-Right
CUP = Conditional Use Permit
MUP = Minor Use Permit
LTP = Limited Term Permit
--- Not Allowed

(1) Uses permitted on the first floor only.

(2) Late hours. Facilities with late hours shall mean facilities that offer service and are open to the public after 11:00 p.m. any day of the week. A Minor Use Permit shall be required for any use that maintains late hours.

(3) Child day care that principally serves on-site residential uses shall not be counted against the 11,500 square feet of allowable commercial space.

(4) Includes affordable housing in accordance with the Uptown Newport affordable housing implementation plan.

Note: Land uses that are not listed in the table above, or are not shown are not allowed, except as otherwise provided by NBMC (Rules of Interpretation).

If such uses are Accessory Uses to a Residential Development, such uses shall not be counted against the 11,500 s.f. of allowable commercial space.

2. LAND USE REGULATIONS

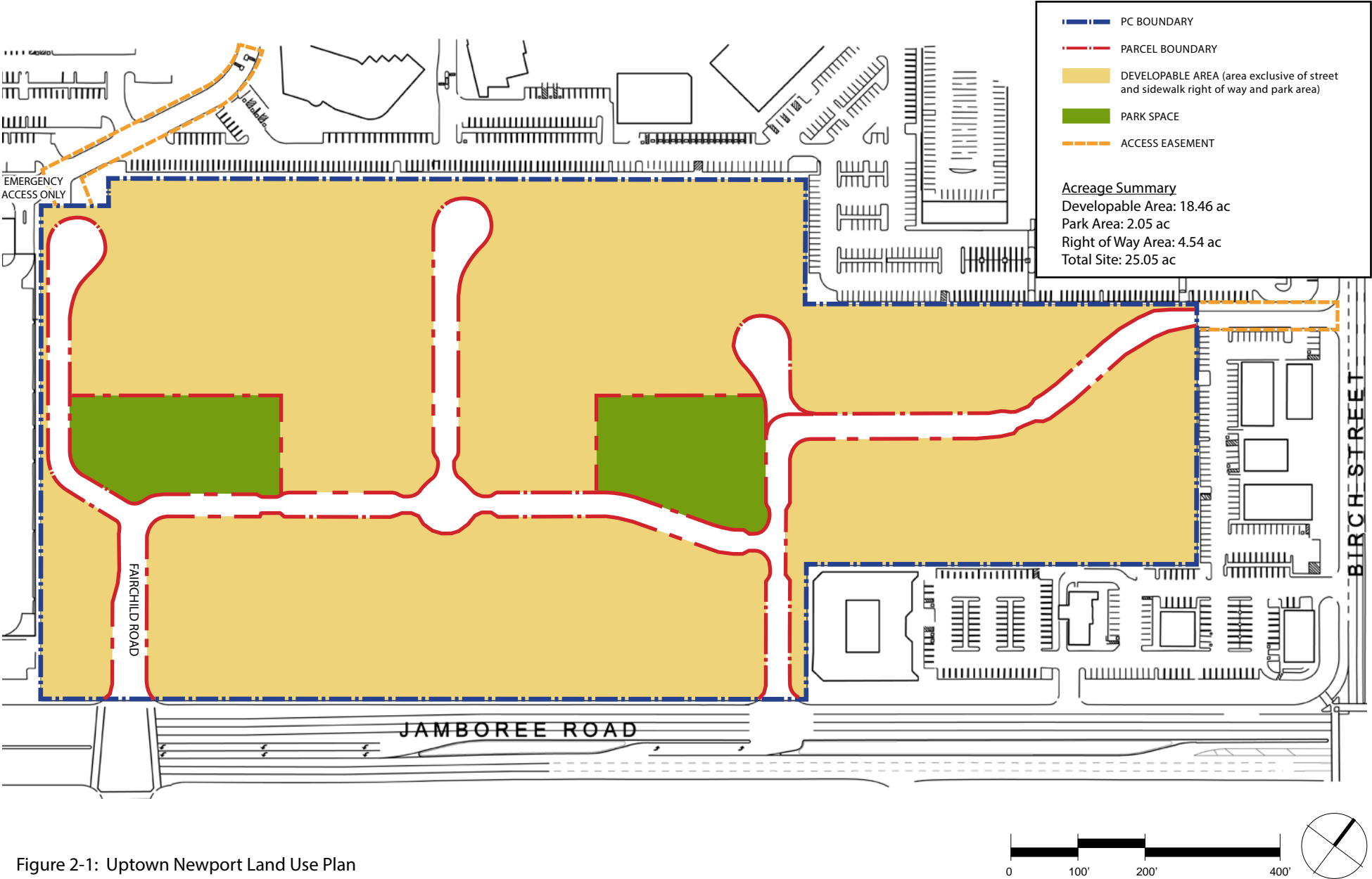


Figure 2-1: Uptown Newport Land Use Plan

3. SITE DEVELOPMENT STANDARDS

3. Site Development Standards

3.1 PERMITTED HEIGHT OF STRUCTURES

The maximum height for low-rise and mid-rise buildings shall be 75 feet. The maximum building height for high-rise (as defined herein) portions of buildings is 150 feet. Portions of the site feature a maximum building height limit of 55 feet (see Figure 3-2). High-rise portions of buildings shall be set back an additional 15' beyond the required setback from property line. High-rise elements may be wholly or partially surrounded with low- and mid-rise structures. The distance between the high-rise portions of buildings shall be a minimum of 75 feet. All building heights are measured at Finished Grade as shown on grading plan or final subdivision map. The maximum Floor Plate of any high-rise portion of a building shall not exceed 25,000 square feet. The number of high-rise structures in each "high-rise zone" shall not exceed the maximum number shown in Figure 3-2.

All development must be constructed in conformance with the height restrictions set forth by Federal Aviation Administration (FAA), Federal Aviation Regulations (FAR) Part 77, and Caltrans Division of Aeronautics, and the height restrictions set forth by the Airport Environs Land Use Plan (AELUP) for John Wayne Airport and the Airport Land Use Commission (ALUC). It should be noted that the current aviation easement for JWA as adopted by the Orange County Board of Supervisors restricts the construction of buildings to a maximum height of 206 feet (NAVD 88), including all rooftop appurtenances.

Architectural Features are permitted and may exceed the maximum building height by up to 20 feet, provided that the maximum height of the building, including architectural features does not exceed 206 feet (NAVD 88), including all rooftop appurtenances. Such features must be an extension or complement of the architectural style of the building in terms of materials, design and color. Applicants shall file a Notice of Proposed Construction or Alteration with the FAA (Form 7460-1) for any construction cranes that exceed 200 feet in height above ground level.

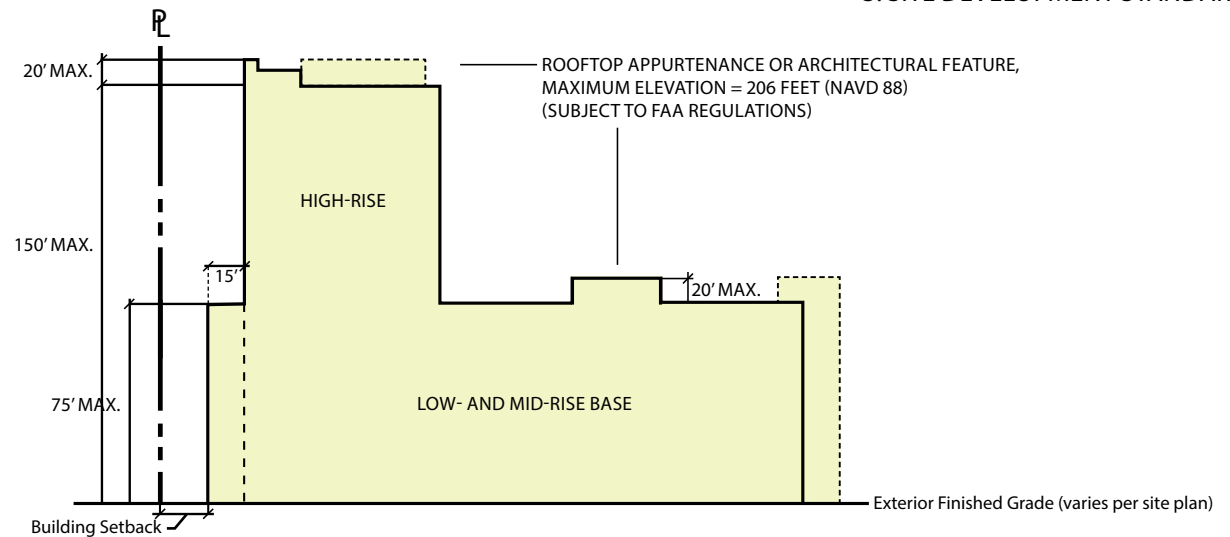


Figure 3-1 Building/Structure Height Limits

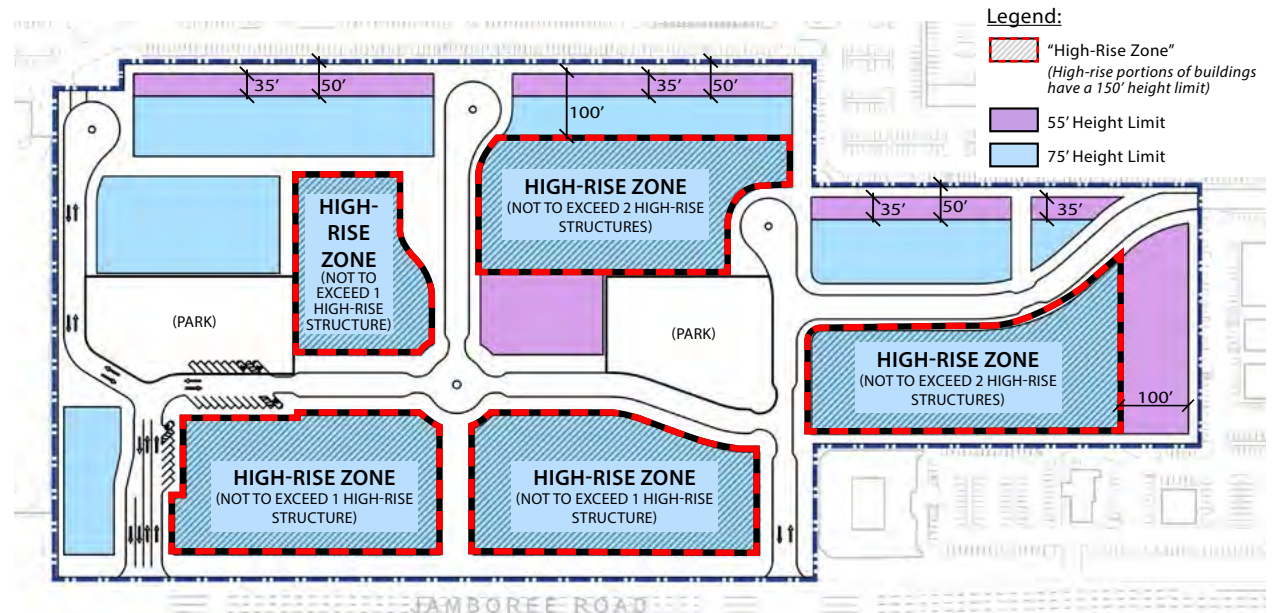


Figure 3-2 Building Height Limit Plan

3. SITE DEVELOPMENT STANDARDS

3.2 BUILDINGS SETBACK REQUIREMENTS**3.2.1 Perimeter**

The building setbacks to the perimeter property line shall be 15'. Exceptions include a 34' setback along the property line adjacent to Jamboree Road, a 10' setback along the southwest property edge, and a 30' setback along two portions of the northern property line (see Figure 3-4).

3.2.2 Interior Streets

Along the Spine Street building setbacks shall be 27' from property line. Along all other streets building setbacks shall be 17' from property line. Exceptions include a 22' setback on the northeast edge of the secondary Jamboree Road Entry Drive.

3.2.3 Subterranean Setbacks

Subterranean parking structures or other underground structures (including foundations and footings) may project into required building setbacks and shall be covered with a minimum 2' depth of soil for planting (see Figure 3-3). Subterranean parking structures may encroach into or extend underneath private or public paseos provided that they are covered with pavers and raised planters.

The maximum distance a subterranean structure may encroach into the building setback is as follows:

- Spine Street: 10'
- Neighborhood Streets: 5'
- Entry Drives: 5'
- Perimeter property lines: 5'
- Jamboree frontage: not permitted

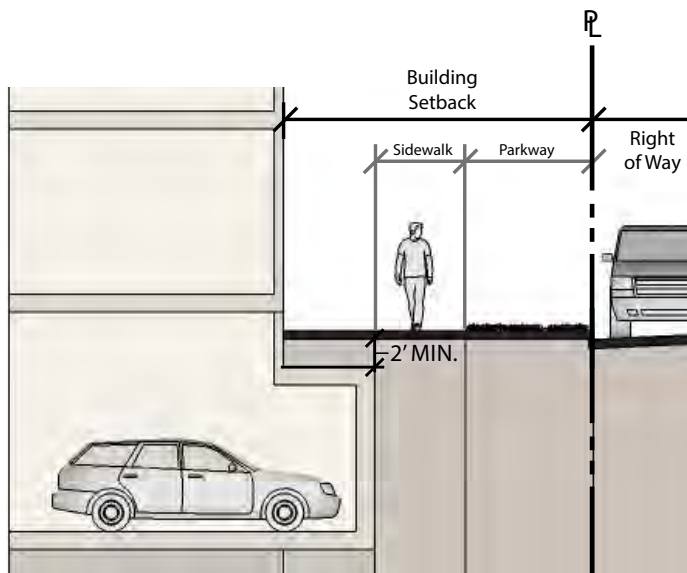
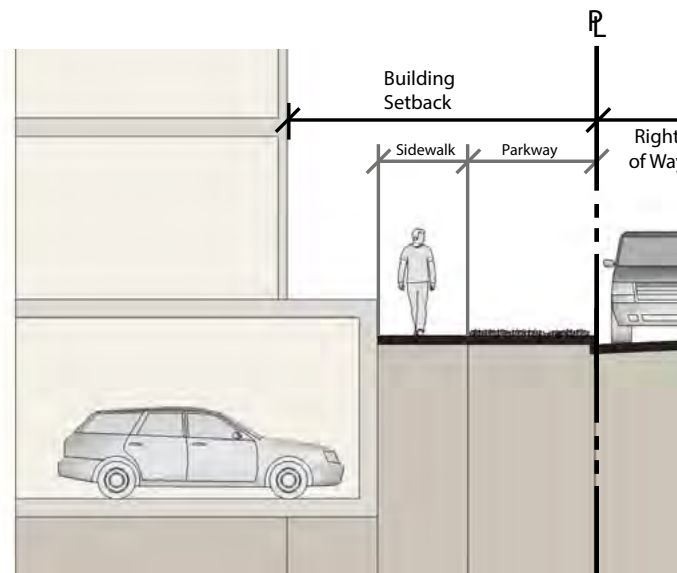
**ALLOWED****NOT ALLOWED**

Figure 3-3 Subterranean Structure Conditions

3. SITE DEVELOPMENT STANDARDS

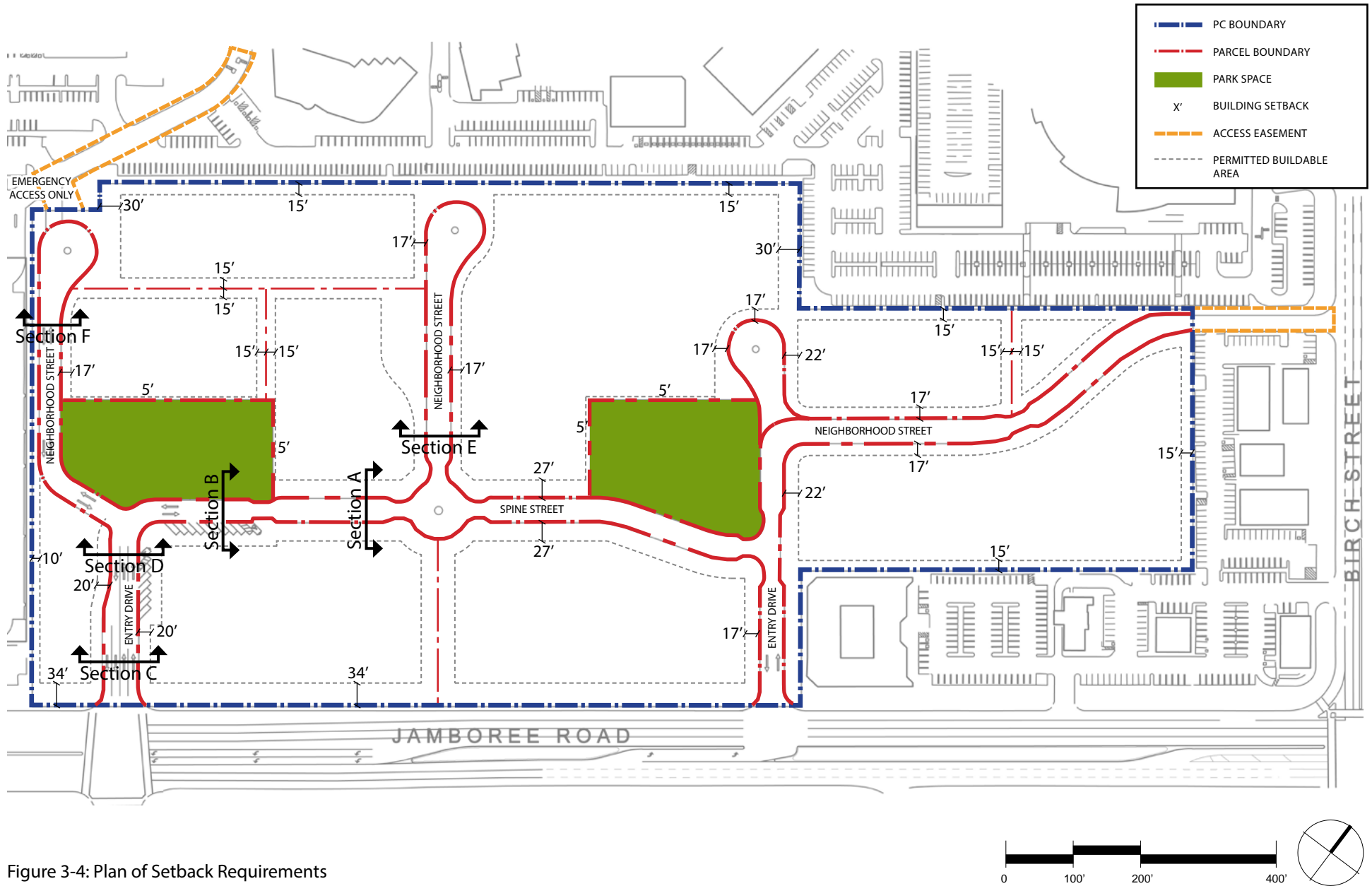


Figure 3-4: Plan of Setback Requirements

3. SITE DEVELOPMENT STANDARDS

3.2.4 Stairways, Ramps and Patios

On Neighborhood Streets, stairways, front stoops, and ramps are permitted within the front setback and may extend to the back of walk (Figure 3-5).

Street-level private patios on Neighborhood Streets may extend 3 feet into the required building setback (Figure 3-6).

On the Spine Street, stairways, front stoops, and ramps are permitted within the front setback and may extend a maximum of 8 feet (Figure 3-7).

Street-level patios on the Spine Street may encroach a maximum of 4 feet into the required setback. Patio encroachments into the Jamboree Road setback are not permitted (Figure 3-8).

Ramps needed for accessibility may be placed into the street setback and shall be set back a minimum of 2 feet from the public sidewalk.

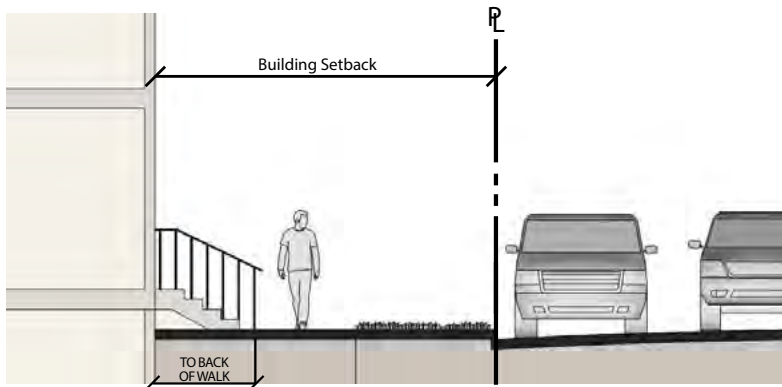


Figure 3-5 Neighborhood Street: Stairways, Front Stoeps, & Ramps

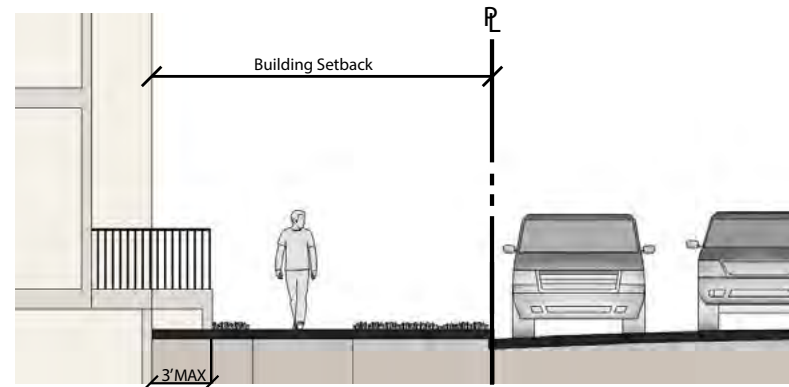


Figure 3-6 Neighborhood Street: Patios

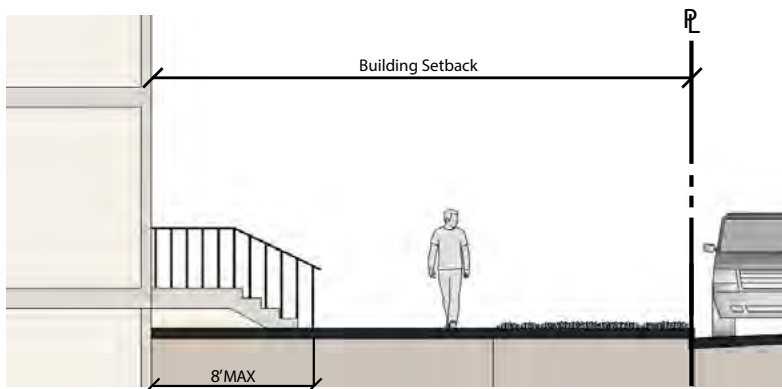


Figure 3-7 Spine Street: Stairways, Front Stoeps, & Ramps

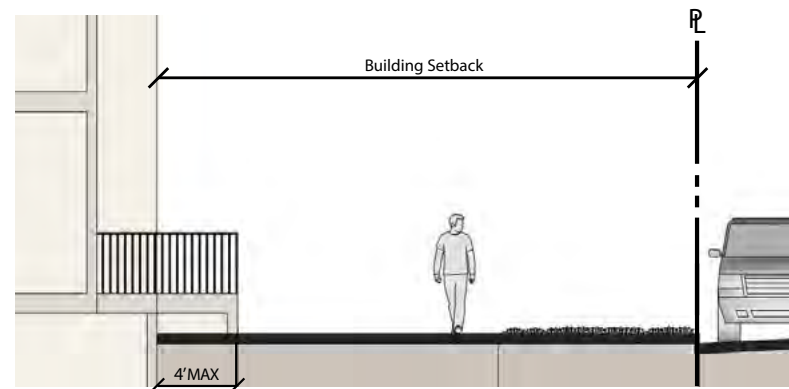


Figure 3-8 Spine Street: Patios

3. SITE DEVELOPMENT STANDARDS

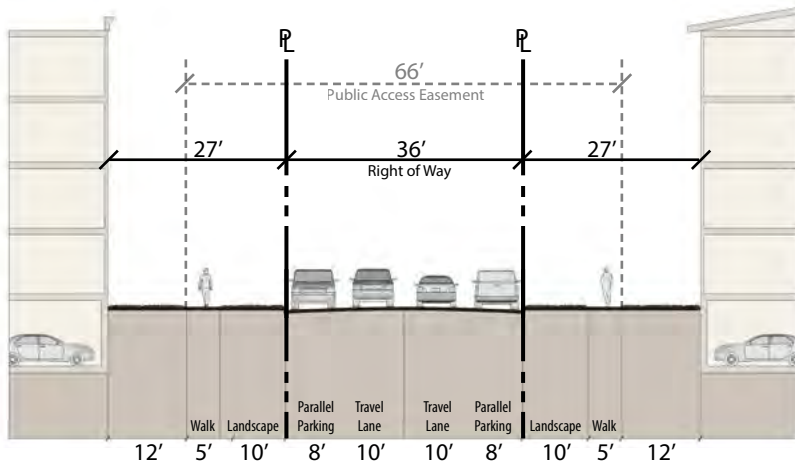


Figure 3-9: Section A - Spine Street (without diagonal parking)

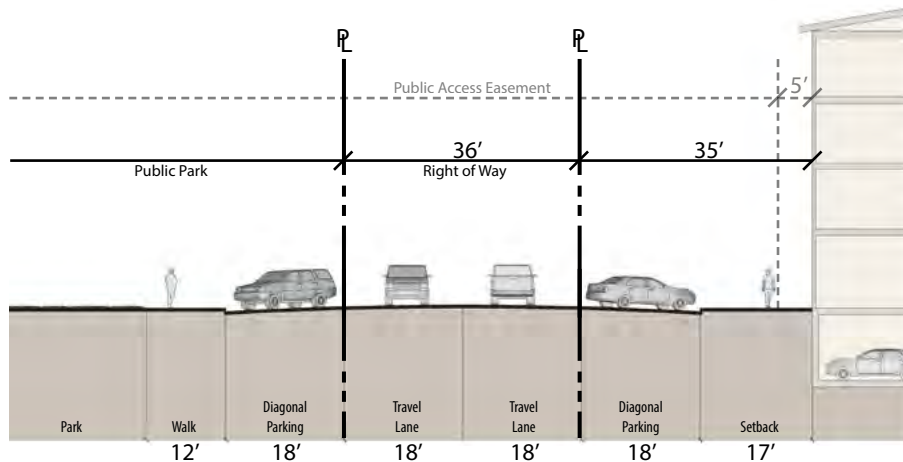


Figure 3-10: Section B - Spine Street (with diagonal parking)

3.3 ON-SITE CIRCULATION

3.3.1 Street Hierarchy

Uptown Newport will feature a network of streets which are privately owned, built, and maintained, but accessible to the public. The street network is centered around the internal Spine Street and traffic roundabout, which includes a 36' paved section with the option of adjacent diagonal parking in certain locations (see Figures 3-9 and 3-10). The street network also features two Entry Drives (Figures 3-11 and 3-12) intersecting Jamboree Road, which also may feature diagonal parking. Neighborhood Streets (Figure 3-13) feature reduced building setbacks and landscape dimensions than the Spine Street and Entry Drives. The Neighborhood Street along the southwesterly boundary will be gated for emergency access, but will allow for future connection to Von Karman Avenue upon future development of the Koll Center Newport (Figure 3-14). In Phase 2, the central Neighborhood Street will be extended to the northerly property line to allow for future connection to Von Karman Avenue upon future development of the Koll Center Newport.

3.3.2 Sidewalks

Sidewalks shall be provided on both sides of all internal streets and shall be a minimum of five feet in width, however, wider sidewalks are permitted. In cases where project streets are constructed adjacent to future phases, such streets may be allowed to have a sidewalk on one side only until such time that build-out occurs. The installation of parkway landscaping and street trees is required in such instances. All parkways are publicly accessible up to the back-of-walk. Walkways are not required adjacent to private drives, basement access drives or alleys. Streets shall be privately owned and maintained, but open to the public. Outdoor dining is permitted adjacent to retail uses as long as a minimum sidewalk width of five feet is maintained at all times.

3. SITE DEVELOPMENT STANDARDS

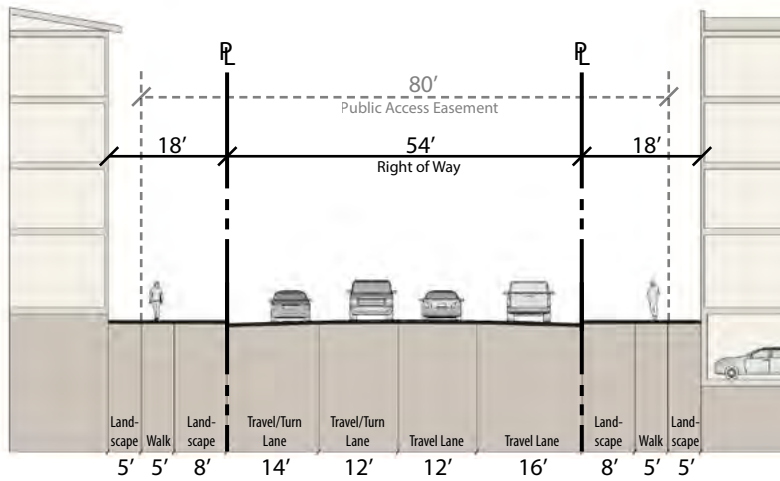


Figure 3-11: Section C - Entry Drive (without diagonal parking)

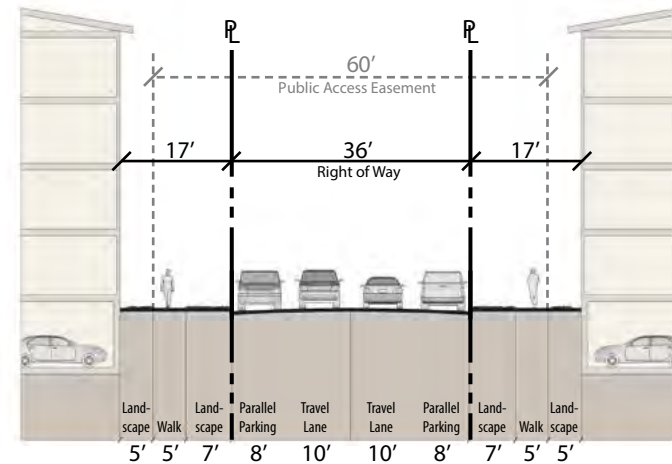


Figure 3-13: Section E - Neighborhood Street

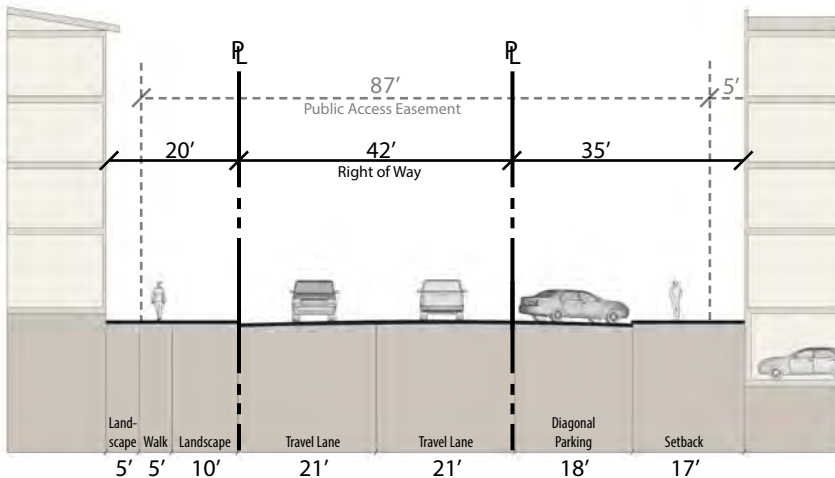


Figure 3-12: Section D - Entry Drive (with diagonal parking)

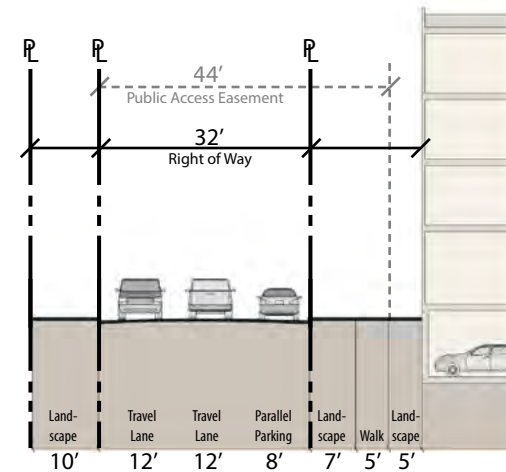


Figure 3-14: Section F - Neighborhood Street

3. SITE DEVELOPMENT STANDARDS

3.4 PARKING REQUIREMENTS

Parking within the Uptown Newport PC shall be provided along internal streets and within structured parking that is integrated with residential and retail buildings. On-street parallel and diagonal parking for visitors, public parks and short-term resident parking shall be provided along internal streets. Structured parking shall be provided for residential and retail uses, and may consist of subterranean or above-grade parking structures. Above-grade parking structures shall be encapsulated or lined with residential units or retail space. Refer to Sections 2.4 and 3.4.11 of the Uptown Newport Design Guidelines for parking design standards and considerations.

Parking requirements for implementing projects within the Uptown Newport PC shall be based on the standards set forth herein as part of the site development review process (see Section 4.2).

Parking requirements are based on gross floor area for retail/office/commercial uses and unit counts for residential units. Carts and kiosks for retail sales, covered or uncovered, shall not be included in the calculation of required parking. Accessory

TABLE 3-1: UPTOWN NEWPORT PARKING REQUIREMENTS

LAND USE	PARKING REQUIREMENT	
Residential (Rental)	Studio:	1.1 spaces per dwelling unit
	1 Bedroom:	1.5 spaces per dwelling unit
	2 Bedroom:	1.8 spaces per dwelling unit
	3 Bedroom:	2.0 spaces per dwelling unit
	Visitor Parking:	0.3 spaces per dwelling unit
Residential (Ownership)	Studio:	1.4 spaces per dwelling unit
	1 Bedroom:	1.8 spaces per dwelling unit
	2 Bedroom:	1.8 spaces per dwelling unit
	3 Bedroom:	2.0 spaces per dwelling unit
	Visitor Parking:	0.3 spaces per dwelling unit
Senior Housing	1 per unit	
Affordable Housing	0-1 Bedroom:	1.0 spaces per dwelling unit
	2+ Bedroom:	2.0 spaces per dwelling unit (Inclusive of handicap and guest parking)

Refer to Newport Beach Municipal Code for all uses not listed above.

uses for residential developments shall not be included in the calculation of required parking.

Residential parking requirements for Uptown Newport are shown in Table 3-1. Parking for retail, restaurant, commercial, and all other uses not included in Table 3-1, and the dimensions of parking spaces, shall not be less than required by NBMC.

Parallel and diagonal on-street parking is permitted on all internal streets and may be credited toward parking requirements for adjoining retail uses and guest parking requirements for adjoining residential uses. Parallel parking stall sizes shall conform to City of Newport Beach standards and will be permitted on one side of 32'-wide streets (paved section to face of curb) and both sides of a 36'-wide street (paved section to face of curb).

3.5 LANDSCAPING

Refer to NBMC for general landscape and irrigation plans and standards. Refer to Chapter 5 of the Uptown Newport Design Guidelines for landscape and hardscape design guidelines.

3.6 LIGHTING

Refer to NBMC for general exterior lighting standards. Refer to Chapter 5 and Section 3.4.9 of the Uptown Newport Design Guidelines for exterior lighting design guidelines.

3.7 RESIDENTIAL PARK, ON-SITE RECREATION & OPEN SPACE**3.7.1 Public Neighborhood Parks**

Two (2) neighborhood parks shall be provided within Uptown Newport. The neighborhood parks shall be improved, maintained, and accessible to the public at times. Each neighborhood park shall comply with the following standards:

1. 1.0 acre minimum in size, exclusive of adjacent parking spaces (cumulative total of at least 2.00 acres shall be provided);

2. 150 feet or more in dimension;
3. Surrounded by streets on at least two sides;
4. Linked to surrounding residential uses in its respective neighborhood by streets and pedestrian ways; and
5. Contains recreational amenities, which may include:
 - a. Active lawn area
 - b. Barbecue courtyard
 - c. Children's play area
 - d. Other amenities as deemed appropriate by the Community Development Director
6. Have posted a notification to users regarding proximity to John Wayne Airport and related aircraft overflight and noise.

3.7.2 Private Open Space

On-site private open space shall be provided in each building phase, individual residential building or complex. A total of 44 square feet of recreational areas shall be provided for each dwelling unit. These areas may include the following amenities:

1. Swimming pools/spas
2. Exercise facilities
3. Tennis courts
4. Basketball courts
5. Clubhouse rooms
6. Roof deck recreation areas
7. Community gardens
8. Barbecue courtyards
9. Passive gathering spaces
10. Other amenities as deemed appropriate by the Community Development Director

3.7.3 Private Balconies

Private balconies may be provided for residential units. Balconies above the ground level may encroach into required building setback areas by a maximum of two (2) feet into the Neighborhood Streets and four (4) feet into the Spine Street. Balcony encroachments into the Jamboree Road setback are not permitted.

3. SITE DEVELOPMENT STANDARDS**3.7.4 Recreational Open Space**

In addition to the public neighborhood parks, recreational open space shall be provided and shall be improved and maintained as common walkways or “paseos.” These areas shall be provided with recreational amenities that may include the following:

1. Sitting and social gathering spaces with outdoor furniture
2. Exercise stations
3. Water fountains, ponds and other such elements
4. Other amenities as deemed appropriate by the Community Development Director

3.8 PERIMETER WALLS AND FENCES

Walls and fences shall be provided along the perimeter of the Uptown Newport PC with the exception of along Jamboree Road. Perimeter walls and fences shall not exceed 6 feet in height. Interim walls built for the purposes of sound attention may exceed the 6 foot height limit, but shall be buffered by low walls and/or landscaping. Refer to the Uptown Newport Design Guidelines and Phasing Plan for design standards for interim walls and fences.

3.9 INFRASTRUCTURE

3.9.1 Grading

Grading will be conducted and undertaken in a manner consistent with the Uptown Newport Design Guidelines and Phasing Plan as well as applicable grading standards and ordinances of the City of Newport Beach.

3.9.2 Drainage

Drainage will be in accordance with the Uptown Newport Design Guidelines and Phasing Plan as well as applicable standards and ordinances of the City of Newport Beach. This will include approval and implementation of a Water Quality Management Plan that will incorporate Low Impact Development principles.

4. PLANNED COMMUNITY DEVELOPMENT PLAN IMPLEMENTATION

4. Planned Community Development Plan Implementation

4.1 MASTER SITE DEVELOPMENT PLAN REVIEW

A Master Developer will develop the Master Site Improvements as described in this Section 4 or depicted on Figure 4-1. The Master Site Improvements will be developed in two primary phases to coincide with the Uptown Newport Phasing Plan, and will provide for the cohesive development within the Uptown Newport PC. All Master Site Improvements in a phase shall be bonded for at the time of the grading permit for that phase. Individual building parcels will be developed by merchant builders, with development of

individual building sites subject to the Site Development Review process outlined in Section 4.2 herein.

Except as otherwise maintained by a public utility or agency, a Master Association for Uptown Newport shall be created and responsible for maintaining the Master Site Improvements upon acceptance of the completed improvements from the Master Developer. The Master Site Improvements will be maintained by the Master Developer until such time as the Master Site Improvements are accepted by either a public utility, public agency, or the Master Association.



Figure 4-1: Master Site Improvements

4. PLANNED COMMUNITY DEVELOPMENT PLAN IMPLEMENTATION

Master Site Improvements include the following:

1. Demolition, site preparation and rough grading;
2. Backbone storm drain system within the streets;
3. Sanitary sewer system within the streets;
4. Water distribution system within the streets;
5. Reclaimed water distribution system within the streets;
6. Street improvements, including street paving, curb and gutter, sidewalk, parkway improvements to the back of sidewalk;
7. Common area fencing and walls;
8. Neighborhood Park improvements for the two (2) public parks;
9. Landscape improvements within common areas, including: public street parkways to the back of sidewalk; project entries; Jamboree Road parkway and Class 1 and multi-use trail; Neighborhood Park landscape improvements; paseo landscape improvements;
10. Master street light and common area lighting improvements;
11. Dry utilities;
12. Master community signage.

A Master Site Development Plan shall be prepared to implement the Master Site Improvements within the Uptown Newport PC. The purpose of the Master Site Development Plan review is to ensure that the Uptown Newport site is developed consistent with the Uptown Newport Land Uses, Development Standards & Procedures, Design Guidelines, Phasing Plan, Development Agreement, applicable environmental mitigation measures, and applicable City Codes and standards, as well as to ensure that the Master Site Improvements are constructed and completed in a manner that provides for a complete and cohesive master plan.

4.1.1 Application

Review and approval of the Master Site Development Plan application shall be conducted by the City of Newport Beach Planning Commission in accordance with the procedures for a Major Site Review application outlined in NBMC, with the exception of proposed buildings. Proposed buildings within the Uptown Newport PC shall be evaluated in accordance with the Site Development Review process outlined in Section 4.2 herein.

Plans shall be prepared for the public and common area elements within the Uptown Newport PC, including streets. The Master Site Development Plan application shall include the following plans for the Uptown Newport project, with separate Master Site Plans prepared for both Phase 1 and Phase 2:

1. Preliminary grading plans;
2. Preliminary street improvement plans;
3. Preliminary master landscape plans and plant palette;
4. Preliminary public parks and paseo plans;
5. Preliminary master wall/fence plans;
6. Preliminary master lighting plan (street lights and common area lighting);
7. Preliminary master sign plan.

4. PLANNED COMMUNITY DEVELOPMENT PLAN IMPLEMENTATION

4.2 SITE DEVELOPMENT REVIEW

The purpose of the Site Development Review process is to ensure projects within the Uptown Newport PC are implemented consistent with the goals and policies of the General Plan, provisions of this document, Uptown Newport Design Guidelines, Uptown Newport Phasing Plan, Tentative Tract Map, the Development Agreement, applicable environmental mitigation measures, and consistent with the findings set forth below in sub-section 4.2.2.

4.2.1 Application

Approval of Site Development Review application by the Community Development Director shall be required prior to the issuance of a grading or building permit for the following:

1. New buildings
2. Neighborhood parks and paseos
3. On-site recreational amenities

Retail identification signs, tenant improvements to permitted buildings, kiosks, and temporary structures are exempt from the Site Development Review process and are subject to the applicable ministerial permits required by the NBMC.

No public hearing shall be required for a Site Development Review application; however, a public hearing shall be conducted prior to any decision on an application that includes a request for a Minor Use Permit or a Conditional Use Permit, or to adjust development standards. Notice of the public hearing shall be provided, and the hearing shall be conducted, in compliance with Chapter 20.62 (Public Hearings).

4.2.2 Findings

Consistent with the general purposes set forth in section 4.2, the Community Development Director may approve or conditionally approve a site development review application, only after first making the following findings:

1. The development shall be in compliance with all provisions of the Uptown Newport Planned Community Development Plan Land Uses, Development Standards & Procedures;
2. The development shall be consistent with the Uptown Newport Design Guidelines and Phasing Plan;
3. On-site landscaping that is not part of the Master Site Improvements shall be consistent with the master landscape plant palette.
4. The following criteria shall be considered during the review of a Site Development Review application:
 - a. Compliance with this Section, the General Plan, the Newport Beach Municipal Code, and other applicable criteria and policies related to the use or structure;
 - b. The compatibility in terms of bulk, scale, and aesthetic treatment of structures on the site and adjacent developments and public areas;
 - c. The adequacy, efficiency, and safety of pedestrian and vehicular access, including drive aisles, driveways, and parking and loading spaces;
 - d. The adequacy and efficiency of landscaping and open space areas and the use of water efficient plant and irrigation materials;
 - e. Not detrimental to the harmonious and orderly growth of the City, or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed development.

4. PLANNED COMMUNITY DEVELOPMENT PLAN IMPLEMENTATION

4.2.3 Contents

The Site Development Review application shall be filed with the Community Development Department on the appropriate City application form, together with all required fees and/or deposit and all other information and materials specified by the Community Development Director for the specific type of application. The following plans or exhibits shall be required unless waived by the Community Development Director:

1. Site Plan clearly depicting existing conditions including adjacent structures and proposed improvements
2. Floor Plans
3. Elevations that clearly demonstrate the architectural theme of each face of all structures, including walls and signs, illustrating the following:
 - a. All exterior materials and manner of application
 - b. All exterior colors
 - c. Building heights
4. Plans and description of improvements for any on-site public and private recreational amenities and/or open space areas, including furnishings and signage.
5. Preliminary Landscape Plan, illustrating:
 - a. General location of all plant materials, by common and botanical names with photographs
 - b. Size of plant materials
 - c. Irrigation concept
6. Lighting Plan, including the location, fixture height, lighting fixture product type and technical specifications

7. An analysis, including any supporting documentation, of the project's consistency with the General Plan, Planned Community Development Plan Land Uses Development Standards & Procedures, Design Guidelines, and Phasing Plan
8. Any additional information, studies or materials that the Community Development Director deems necessary

4.2.4 Expiration

Any site development review approved in accordance with the terms of this planned community development plan shall expire within twenty-four (24) months from the effective date of final approval, as specified in Chapter 20.54 of the NBMC, unless at the time of approval the Community Development Director has specified a different period of time or an extension is otherwise granted.

4.2.5 Fees

The applicant shall pay a fee as established by Resolution of the Newport Beach City Council for each application for Site Development Review under this Planned Community Development Plan.

4.3 PLAN CHECK REVIEW

Working drawings for building permit issuances will be conducted by plan check review by City Staff in accordance with the procedures set forth by the Community Development Department.

4.3.1 Application

Application forms, plans, fees, and supporting application materials shall be submitted to the Community Development Department Building Division in accordance with the applicable submittal requirements of the Building Division.

5. Definitions

All words and phrases used in this Uptown Newport PC, as well as the supporting Design Guidelines and Phasing Plan, shall have the same meaning and definition as used in the City of Newport Beach Municipal Code unless defined differently in this section.

Accessory Use: A supporting use to a permitted use, also includes residential support uses such as leasing/sales/property management offices, fitness and recreation facilities, etc. Such supporting uses do not require a conditional use permit approval, are permitted by right and do not count towards the allowable 11,500 square feet of commercial space.

Architectural Features: A prominent or significant part or element of the design of a building, structure, or site. Such features must be an extension of the architectural style of the building in terms of materials, design and color. Examples may include, but are not limited to, turrets, towers, cupolas, etc.

Building Elevation: The exterior wall surface formed by one (1) side of the building

Building Height: Building height is measured from the corresponding point on the roof to the exterior finished grade. If the building is on a sloping surface, the height measurement is taken from the building entrance. Exceptions include but are not limited to below grade parking structures, motor courts, and retaining walls.

Developable Area: The total area of a site less the following:

- Publicly dedicated Rights of Way; and
- Any dedicated public Park areas.

Effective Date of the Uptown Newport PC: The date on which the Uptown Newport PC is approved by the Newport Beach City Council.

Eye Level: The height of 5 feet measured from grade.

Floor Plate: A floor of a building, as depicted by a floor plan, encompassing all building elements on the floor as defined by the exterior enclosing walls.

High-Rise: Any structure with a building height above 75 feet.

Kiosks: Carts and kiosks are small (75 square feet or less), freestanding facilities used for retail sales and services. Generally mobile in terms of ease of relocation, the structures can be seasonal, temporary or for a more permanent use.

Master Association: A California nonprofit public benefit corporation, formed pursuant to the California Nonprofit Public Benefit Corporation Law to manage and operate community and public property within Uptown Newport. The Master Association is an "association" as defined in Section 1351(a) of the California Civil Code. The Master Association is an association of all the member associations to manage the common elements within Uptown Newport shared by member associations.

Master Site Improvements: Any structure or other work of improvement within the public or common areas within the Uptown Newport Planned Community, and any appurtenance thereto, including streets, parks, landscaping, irrigation equipment, paved areas, surface finishes, signs, light fixtures, driveways, walkways, walls, utilities, public services, drainage facilities, and all other fixtures attached to the land and work required in order to install such facilities. The Design Guidelines may, but are not required to, identify additional items that are Improvements.

Master Developer: The Master Developer is responsible for managing the development and disposition of the site from initiation to final build-out, overseeing site preparation and infrastructure development, and asset management. The master developer may or may not be involved in construction of buildings.

Master Site Development Plan: Master Site Plan means the Master Site Development as depicted in Figure 2-2 of the Uptown Newport Design Guidelines and described in Section 4 of this document.

NBMC: Newport Beach Municipal Code

Neighborhood Park: A lot or area of land set aside, designated, dedicated, or reserved for public use or enjoyment designed and accessible for outdoor living, active or passive recreation, pedestrian access, or landscaping.

Parking Structure: Structures containing more than one story principally dedicated to parking. Parking structures may contain Accessory Uses.

Pedestrian Ways: Any walkway, path, plaza, arcade or corridor, either covered or open to the sky, which is primarily for use by people on foot.

Podium: A superposed terrace conforming to a building's plan, a continuous pedestal.

Rooftop Appurtenance: Rooftop appurtenances include, but are not limited to, non-habitable mechanical equipment, stairwell and elevator shaft housing, antennae, window washing equipment, and wireless communication facilities.

Streets: Those areas designated for vehicular circulation including public access easements within Uptown Newport as specified in Section 3.3.1 of this document.

Attachment No. PC 2
Revised Phasing Plan



UPTOWN NEWPORT

Planned Community
Development Plan

Phasing Plan

Uptown Newport LP
January 25, 2013

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CHAPTER 1

Introduction

Phasing Plan

1.1 PURPOSE AND INTENT

The Uptown Newport Phasing Plan outlines the phasing of the proposed development within the Uptown Newport Planned Community Development Plan (Uptown Newport PC), and is intended to be used as a general guide for the planning and implementation of the phased development within the Uptown Newport PC.

New residential and commercial development within the subject property shall be subject to the Uptown Newport PC Land Uses, Development Standards & Procedures and Design Guidelines. Existing on-site land uses are allowed to continue as nonconforming uses in compliance with Newport Beach Municipal Code (NBMC) Chapter 20.38 and the Uptown Newport PC.

1.2 PHASING SUMMARY

The Uptown Newport project will include redevelopment of the 25-acre property into a high-density mixed-use residential project. Up to 1,244 residential units, 11,500 square feet of retail, and 2 acres of park space are planned as part of the project. The plan calls for the approximate 25-acre site to be configured with a pattern of streets and development areas that provide a pedestrian-friendly environment, with strong connectivity to adjacent commercial/office areas.

The project is anticipated to be developed in two primary phases. Phase 1 will include demolition of the existing single-story office building at 4311 Jamboree (the "Half Dome Building"), and development of the



Figure 1-1: Phasing Diagram

1. INTRODUCTION

westerly portion of the property, including the frontage along Jamboree Road. Phase 1 development will include approximately 680 units and 11,500 square feet of retail, and is projected to commence in 2014 with build-out of Phase 1 through 2017.

The number of units developed within Phase 1 or Phase 2 may be less than or greater than the number of units specified herein provided that the units are allocated to the site through replacement of existing office or industrial uses, additive units, affordable housing units, or affordable housing density bonus units.

The minimum number of units at build-out of the project shall not be less than 30 dwelling units per acre based on the net developable acreage shown on the final map. Units not developed as part of Phase 1 will be available for Phase 2 development. The minimum and maximum number of units by phase is shown on Table 1-1.

Table 1-1: Units by Phase

	Minimum	Maximum
Phase 1	350	680
Phase 2	350	564
Total	700	1,244

The TowerJazz semiconductor facility is an existing semiconductor chip manufacturing facility that operates on the Uptown Newport property. The operation of TowerJazz may continue as an interim use within the Uptown Newport PC. In accordance with the Uptown Newport PC, interim light industrial uses shall cease to be an allowed use after March 12, 2027.

Phase 2 will include demolition of the TowerJazz building and development of approximately 564 units on the easterly portion of the property. Development of Phase 2 is anticipated to commence in the spring of 2017 with build-out through 2021. Timing for Phase 2 development is contingent on the existing lease of the TowerJazz building, which is currently set to expire in March 2017, but has the option to extend to 2027.



Figure 1-2: Phase 1 Spine Street with TowerJazz building

CHAPTER 2

Phase 1 Demolition

Phasing Plan

2. PHASE 1 DEMOLITION**2.1 DEMOLITION**

Phase 1 will include demolition of the existing building at 4311 Jamboree Road (the “Half Dome” building). The Half Dome building is a 126,675 square foot single-story commercial building that is used for office, light industrial, storage, and café services (Figure 2-1). The TowerJazz building and associated mechanical equipment located at 4321 Jamboree Road along the northern property boundary are planned for demolition in Phase 2 development and will remain in operation during development of Phase 1. The existing SCE substation, located at the northwest corner of Fairchild Road and Jamboree Road, will remain during Phase 1. This area will be developed as part of Phase 2.

Phase 1 demolition activities involve: removing equipment, furniture and machinery from the Half Dome building; abating asbestos and lead-based paint as needed; decommissioning of utilities serving the Half Dome building; demolishing and removing the Half Dome building, removing foundations and footings; and removing above-ground storage tanks (ASTs). Utilities and piping serving the Half Dome building would also be removed, cut or capped. The asphalt parking lot, light fixtures, and landscaped islands will be removed. Asphalt, concrete, metal, and other demolition materials will be considered for recycling either on or off-site.

In addition, the existing 2,200 gallon liquid ammonia tank that is currently located in between the two existing on-site buildings will be relocated at least 200 feet from residential buildings within Phase 1.

2.2 SITE PREPARATION

Site preparation in Phase 1 will require the removal of any unsuitable fill material, stockpiles, vegetation, and organic or non-organic materials resulting from the demolition and clearing/grubbing operation.

Based on the previous investigations, development of Phase 1 will not encroach within the area of known environmental impacts, and does not pose unacceptable health risks to future residents. A Human Health Risk Assessment (HHRA) has been prepared for Phase 1 to evaluate the potential for environmental health risks associated with the known environmental impacts at the site. The HHRA has been approved by the Regional Water Quality Control Board (RWQCB) and no further remediation is required within Phase 1.



Figure 2-1: Half Dome building

3. PHASE 1 ON-SITE IMPROVEMENTS

3.1 GRADING AND EARTHWORK

The grading operation will involve the cutting and filling of the site to establish building pads, roadway sub-grades and park areas at elevations shown on a City-approved grading plan. At the completion of site preparation, zones of loose unsuitable materials, if any, will be identified. It may be necessary to remove the soils in these localized areas to a greater depth than the overall recommendation. Areas to receive fill and those areas under buildings and roadways will require over-excavation to remove and compact existing soils prior to placing any fill, as recommended in the geotechnical report.

Grading and earthwork for Phase 1 will require interim slopes and/or retaining walls along the interface with the TowerJazz building and its associated mechanical equipment areas. These interim slopes and walls will subsequently be removed with the grading of Phase 2.

Grading will be designed to optimize the balance of cut and fill, in both phases of the site development. The design of the grading anticipates the likelihood of subterranean parking levels beneath the proposed buildings. Material excavated to establish the subterranean pad envelopes will be used as fill to bring site grades up to elevations that are planned to be several feet above existing grades (see Figure 3-1).

Generally, the grading is designed such that the first floor elevations of the residential buildings are two to four feet above the surrounding street grades. The grading concept illustrated in Figure 3-1 is based on one level of subterranean parking within the larger building envelopes.

The grading plan is designed to balance cut and fill materials from the grading operation. Grades will be adjusted during final design to minimize the need to import or export soil during grading operations to the extent practical. However, final building design and grades may create the need to import or export soil from the site.

An export situation could occur to the extent that these building envelopes have a second level of subterranean parking. Should all of the larger envelopes in Phase 1 have two levels of subterranean parking, then the cut volume would increase by approximately 90,000 cubic yards, much of which would have to be exported from the site. Excess cut material will be transported to locations and by routes approved by the City traffic engineer.

3. PHASE 1 ON-SITE IMPROVEMENTS

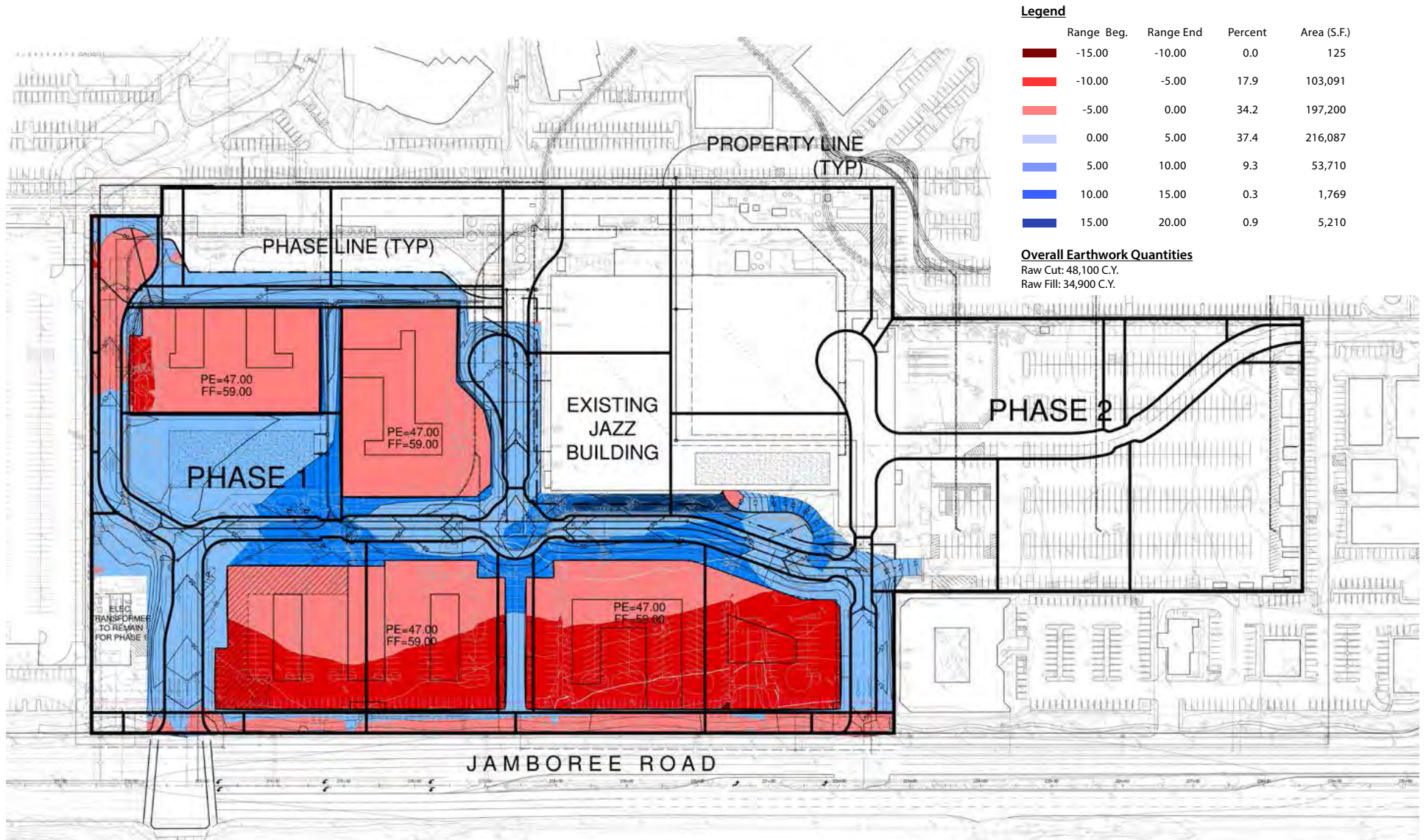
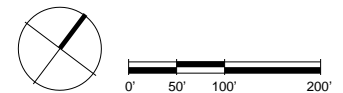


Figure 3-1: Phase 1 Earthwork with 1 Subterranean Parking Level

Note: some building typologies may require 0 or 2 subterranean parking levels, in which case overall earthwork quantities will be impacted



3. PHASE 1 ON-SITE IMPROVEMENTS

3.2 UTILITIES AND DRAINAGE**3.2.1 Water**

The proposed on-site water system will consist of a network of underground mains that in Phase 1 will have at least two connections to an existing Irvine Ranch Water District (IRWD) line in Jamboree Road. The Phase 1 system will include connections to supply both domestic and fire protection water service to the TowerJazz facility (see Figure 3-2). The on-site water system will be designed and installed in accordance

with IRWD standards so that upon completion of construction it may be turned over to IRWD for operation and maintenance. Appropriate easements will be granted to IRWD for these facilities.

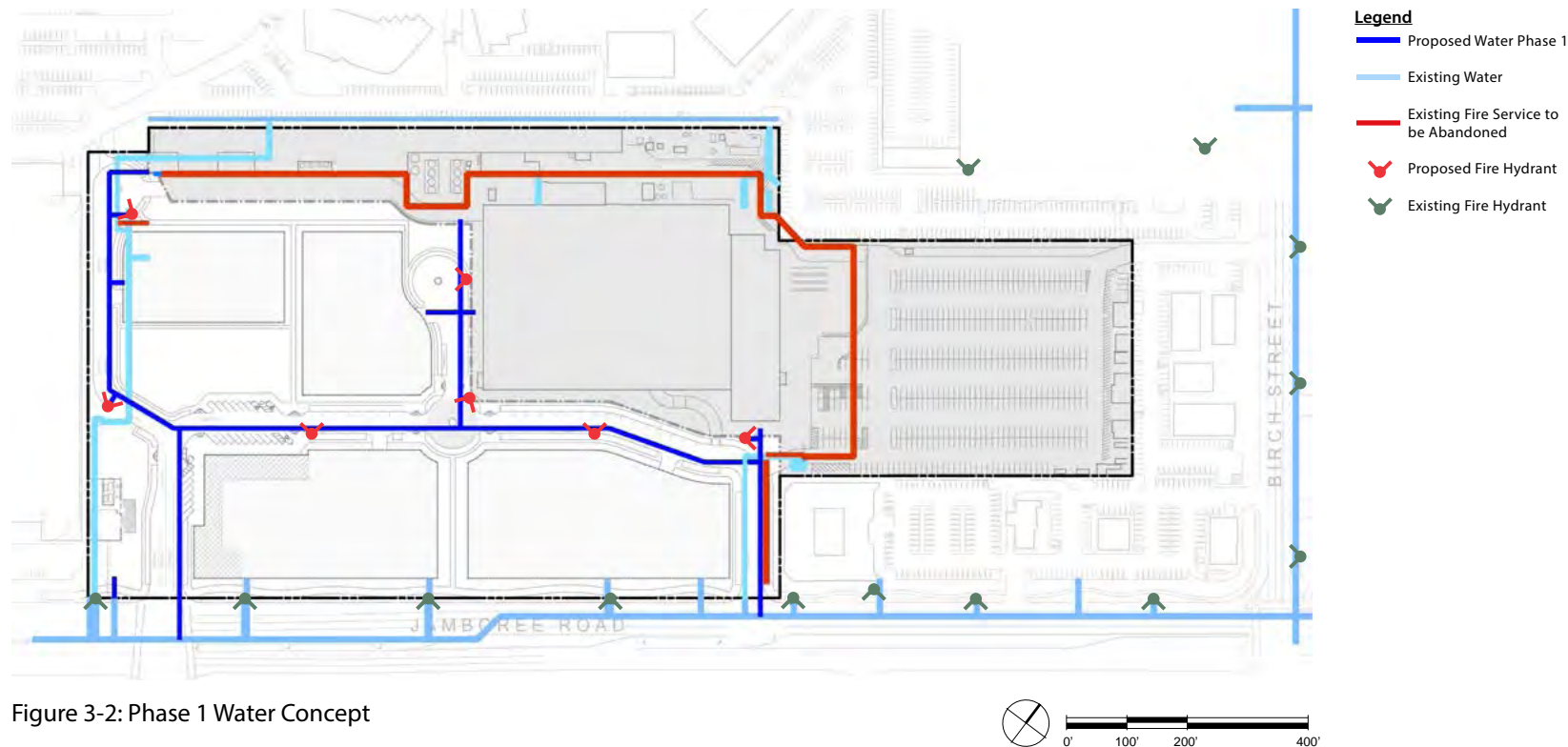


Figure 3-2: Phase 1 Water Concept

3. PHASE 1 ON-SITE IMPROVEMENTS

3.2.2 Sewer

The sewer system has been designed to take advantage of existing City and Orange County Sanitation District (OCSD) facilities that currently serve the site. To the extent possible, the proposed on-site sewer system will be located within the site roadway system. The design of the sewer system for Phase 1 must take into account the need to provide continued service to the existing TowerJazz building. In that regard, it is anticipated that elements of the Phase 1 sewer system will connect on an interim basis to existing lines within the TowerJazz area (See Figure 3-3).

Because the TowerJazz facility produces a significant daily discharge (up to 1.0 mgd) to the public sewer system, it is important that the design of the Phase 1 sewer system include an evaluation of the capacities of the downstream City and OCSD facilities. Since multiple options are available for connecting to the public system, the choice of which connection(s) to tie into should be based on available downstream capacity as well as the physical location and elevation of the point of connection.

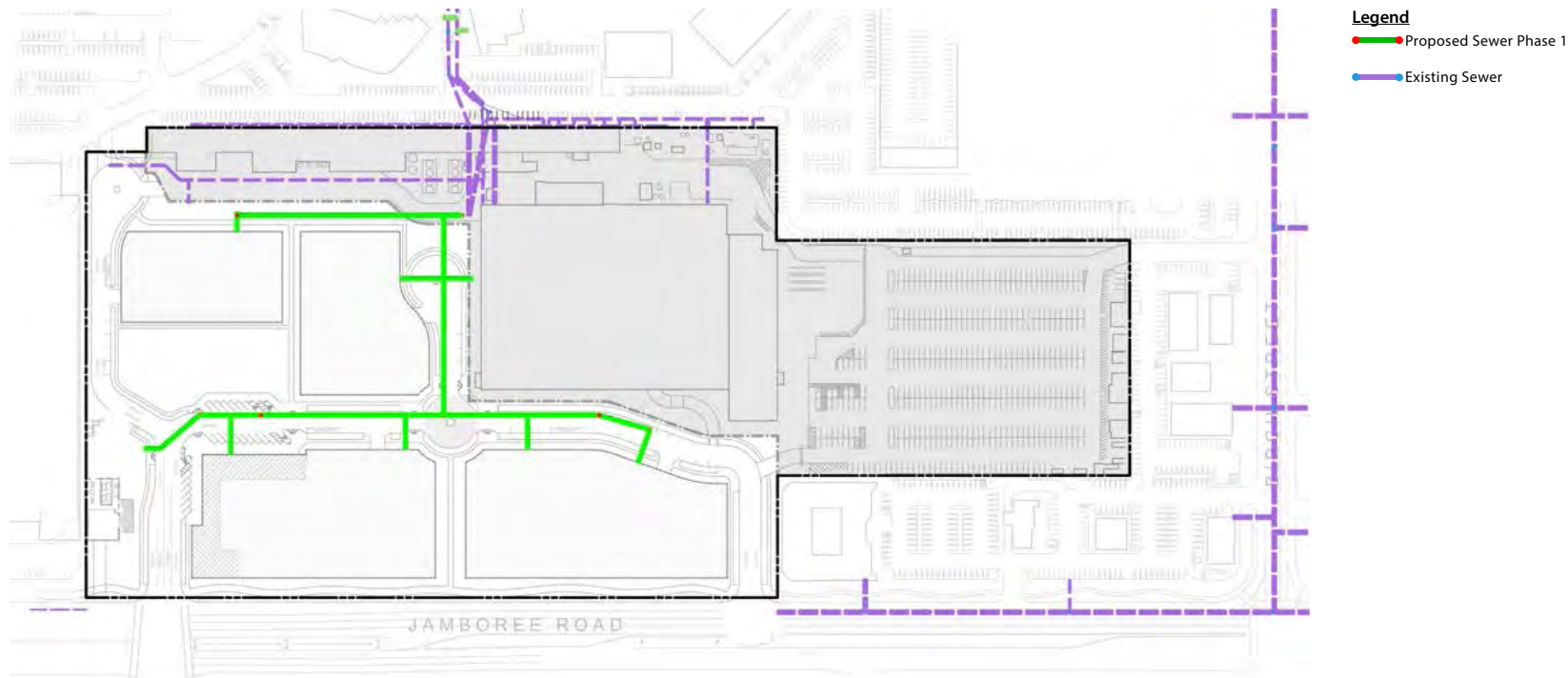


Figure 3-3: Phase 1 Sewer Concept

3. PHASE 1 ON-SITE IMPROVEMENTS

3.2.3 Drainage & Water Quality

Runoff from the site is currently conveyed by underground storm drains to the existing drainage ponds along Von Karman Avenue to the northwest of the property. The proposed on site storm drain system will consist of a system of underground pipes that will convey storm water runoff to the existing downstream off-site system using several points of connection along the northwest side of the site. Since the existing on-site underground storm drain system conflicts with locations of the proposed buildings, this system will be sequentially removed and replaced with the new system. Because the proposed project will have more

vegetated open space areas than currently exists on the site, the amount of post-development runoff will be less than existing.

Within the Phase 1 development area, existing underground lines will be removed during site preparation and grading. A new underground system will be installed to serve the proposed development. The proposed storm drain system for Phase 1 will tie into existing storm drain lines within the TowerJazz mechanical equipment area. The conceptual Phase 1 storm drain system is illustrated in Figure 3-4.

The proposed project is designed to comply with the requirements of the adopted North Orange County MS4 Permit that regulates storm water discharges pursuant to the National Pollution Discharge Elimination System (NPDES). A preliminary Water Quality Management Plan (WQMP) has been prepared for Uptown Newport. A final WQMP will be prepared during final design. The WQMP identifies the measures to be implemented in each of the two phases of development to minimize the effects of urbanization on stormwater runoff quality and quantity.

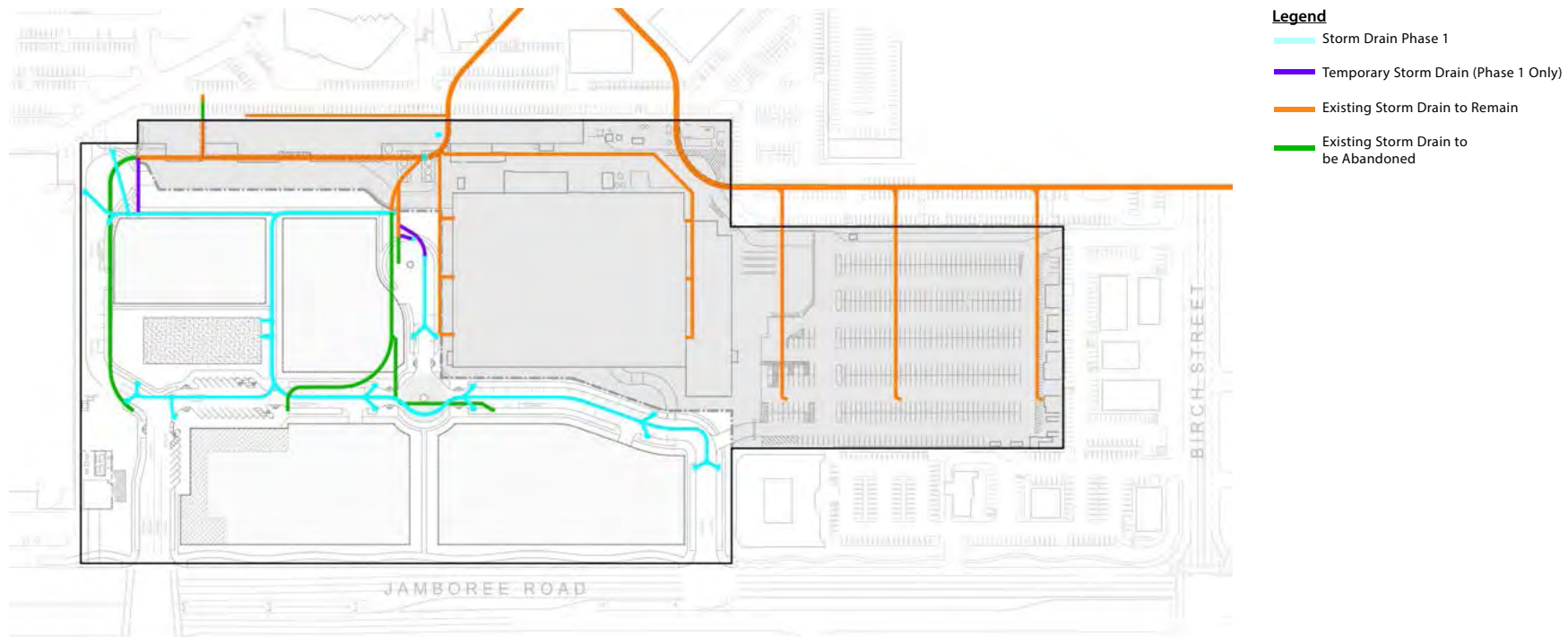
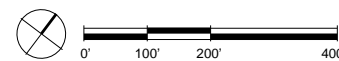


Figure 3-4: Phase 1 Storm Drain Concept



3. PHASE 1 ON-SITE IMPROVEMENTS

The implementation of the WQMP will be sequenced by phase such that in Phase 1, the BMP's will be sufficient to adequately treat the area developed in that phase. When the balance of the site is developed in Phase 2, the remainder of the BMP's will be installed to treat the additional area of development. To the extent possible, the master developer should provide BMP's for the design capture volume for the site. However, it may be necessary for merchant builders to treat runoff from their respective pad areas.

For the construction phase of the project, a Storm Water Pollution Prevention Plan (SWPPP) will be prepared prior to grading activities. This plan will specify the BMP's to be deployed during grading and construction of the project to minimize deleterious effects on the quality of stormwater runoff from the project.

Best Management Practices (BMP's) will include infiltration with bioretention in landscape and park areas, planter boxes with underdrains, vegetated filter strips, and proprietary treatment systems. The downstream ponds in Koll Center Newport will provide further water quality treatment through aeration and settlement of silt and sediments.

3.2.4 Dry Utilities

The site is currently served by existing 66kV electric lines that run along the northerly side of Jamboree Road and the existing Southern California Edison (SCE) substation located at the southwesterly corner of the site at the intersection of Jamboree Road and Fairchild Road. The 66kV electric service is stepped down to 12kV electric service at the substation and currently serves the Half Dome and TowerJazz Buildings as well as equipment operated by TowerJazz Semiconductor.

The existing 66kV electric lines will continue to serve the property for Phase 1. Electric service for the Phase 1 development will feed off of the existing 66kV distribution line along Jamboree Road and will be distributed through Phase 1 in underground distribution lines. Electric transformers serving Phase 1 are anticipated to be incorporated into the proposed building structures or buffered from view to the public.

The SCE substation will also remain in service during development of Phase 1, but will only serve the TowerJazz building and TowerJazz equipment. The SCE substation will be screened with landscaping in accordance with the Uptown Newport PC and Design Guidelines.

Natural gas is provided to the site by the Southern California Gas Company by an existing 8" natural gas line located in Jamboree Road. Natural gas service for Phase 1 development will continue to be served from the existing gas line located in Jamboree Road.

AT&T phone service and Cox Communications fiber optic service are available in Jamboree Road along the frontage of Phase 1 development.

3. PHASE 1 ON-SITE IMPROVEMENTS

3.3 VEHICULAR CIRCULATION

The internal circulation system to serve Phase 1 will include two intersections with Jamboree Road. The southerly intersection will be located at the present location of the existing signalized entry opposite Fairchild Road. At the northerly intersection there will be both right-turn and left-turn ingress from Jamboree Road. Egress will be right-turn-only to Jamboree Road. Left turn egress will be prevented by signage and a raised median in Jamboree Road. This intersection will not be signalized.

The on-site roadway system will be privately owned and maintained, but open to the public. Driveways off the roadways in Phase 1 will provide direct access to parking within each building envelope. Street parking will be available in designated locations. Roadway widths, turning radii, and turn-around dimensions will be designed to accommodate truck movements and fire equipment.

The Phase 1 roadway system will include a gated connection to the TowerJazz parking area. In the southwest corner of the site, the Phase 1 roadway will

provide gated access to the TowerJazz equipment yard and emergency vehicle access to the Koll property. The Phase 1 system will also provide vehicular access to the SCE substation at the south end of the property.

The existing emergency vehicle access to and from the Koll Center Newport property in Phase 1 as depicted in Figure 3-5 and 6-5 shall be preserved in perpetuity. This connection through Koll Center Newport to Von Karman Avenue may be expanded to allow for future public access for pedestrians, bicycles, and vehicles in the future.

3.4 PEDESTRIAN & BICYCLE CIRCULATION

Phase 1 pedestrian circulation will be provided through a sidewalk system on each side of the Spine Street and Neighborhood Streets. These paths, as well as paseos between buildings and around the park, will connect the residential buildings with the on-site retail, the park, and all off-site adjacencies. Bicycles will be permitted on all streets and paseos within the Uptown Newport PC. The TowerJazz facility will maintain its northwest building entrance and will be accessible from the Uptown Newport pedestrian circulation system. The Class I pedestrian and bicycle trail will be constructed along the project frontage on Jamboree Road as part of the master site improvements for Phase I.

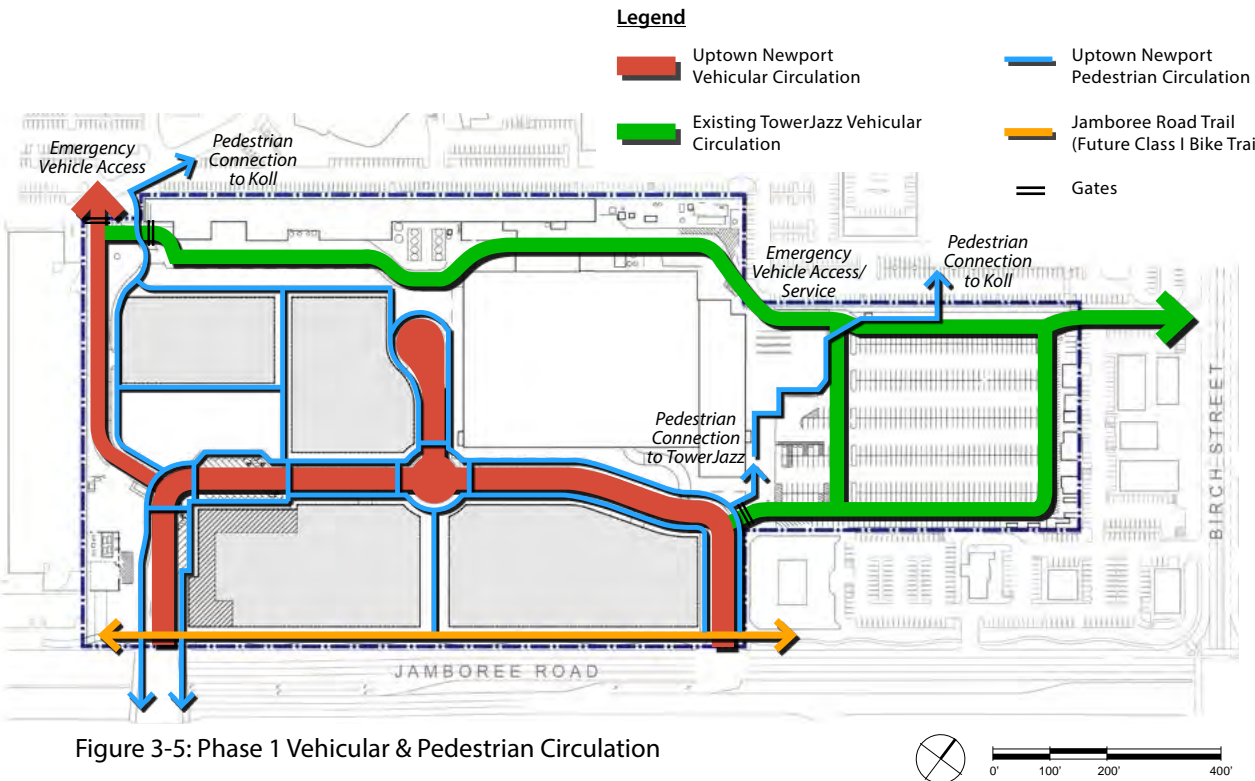


Figure 3-5: Phase 1 Vehicular & Pedestrian Circulation

3. PHASE 1 ON-SITE IMPROVEMENTS

3.5 PHASE 1 CONCEPTUAL LANDSCAPE MASTER PLAN

The Phase 1 Conceptual Landscape Master Plan will implement the master landscape improvements within the Uptown Newport PC, including: Jamboree median and parkway landscaping; entry landscaping and monumentation; landscaping along Phase 1 project streets to the back of sidewalk; electric substation landscape screening; Phase 1 park landscaping and improvements; paseo improvements within Phase 1;

perimeter walls and fences within Phase 1, and; interim landscaping and walls/fences associated with interim slopes and edge conditions. Refer to Figure 3-6 for the Phase 1 Conceptual Landscape Master Plan.

Construction phasing from Phase 1 to Phase 2 will include interim edge conditions such as interim slopes, interim landscaping, and interim walls and fences. These interim improvements have been designed to integrate and be consistent with the design of the overall Master Site Development Plan for the Uptown Newport PC,

and will be designed to reflect the quality and character that is reflective of permanent improvements. Careful attention to these conditions during the design stage of the Uptown Newport project will insure a successfully phased community. Proper studies of temporary walls and fencing, landscape hedge treatments, walks and lighting with a vision for the ultimate finished condition at build out, and minimizing hardscape demolition of Phase 1 improvements will be implemented during the design phase.



Figure 3-6: Phase 1 Conceptual Landscape Master Plan

3. PHASE 1 ON-SITE IMPROVEMENTS

3.5.1 Entry Drives

The transitional landscape along the entry drive adjacent to the existing electrical substation will be planted with dense evergreen trees and a screen wall in order to block views of the existing substation from the entry drive experience. Additional green areas in front of and behind the substation will be incorporated into the entry landscape design as open spaces, featuring passive turf lawns and trees located in-between the screen trees and the back of walk will enhance the area immediately surrounding the substation.

Within the parkway, Date palm trees with colorful vines and ground covers will be used to enhance the project entry experience. Buildings are designed to be approximately 2'-3' above the Jamboree Road center line elevation.



Figure 3-7: Existing SCE Substation

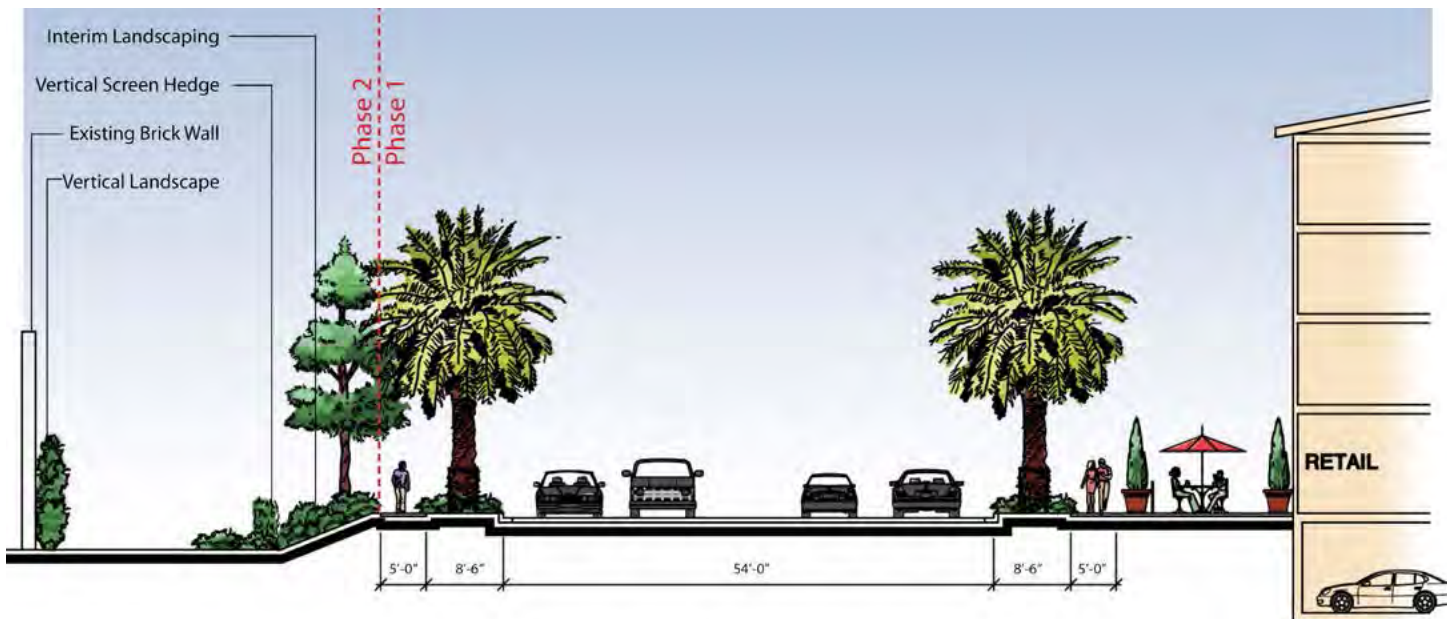
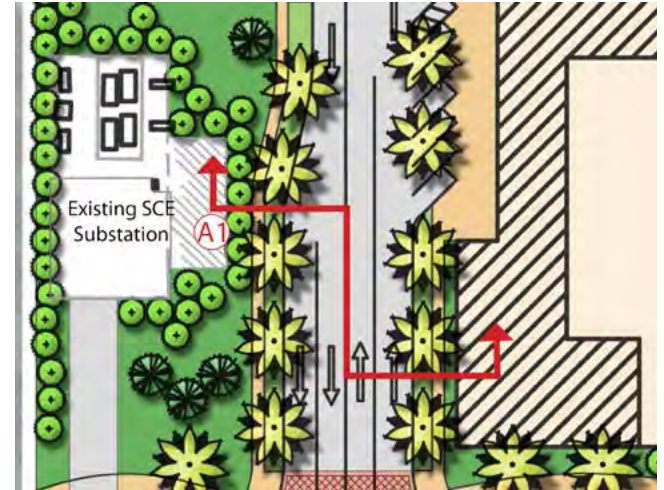


Figure 3-8: Section A1 - Entry Drive

3. PHASE 1 ON-SITE IMPROVEMENTS

3.5.2 Spine Street

The transitional landscape adjacent to the existing TowerJazz building will be planted with low shrubs and a screen wall or fence in order to screen and soften views of the existing TowerJazz building from the street experience. The narrow landscape area between the back of walk and the retaining wall will provide opportunities to add pockets of green space and enhance the landscaping in front of the TowerJazz building on one side. Within the Spine Street parkway, the street tree pattern is formal with alternating skyline palms and large evergreen canopy trees.

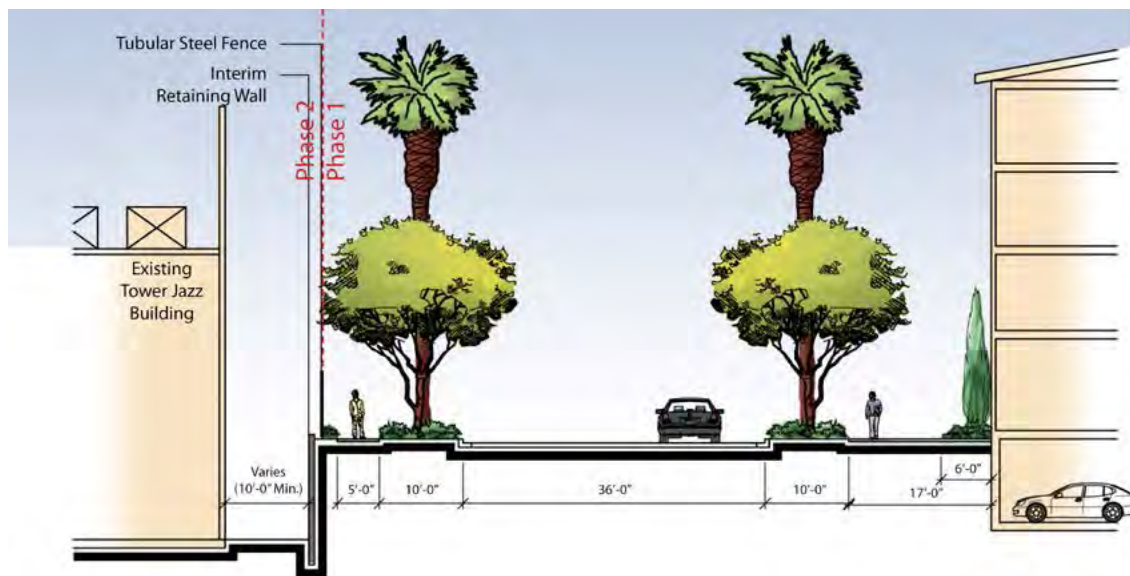
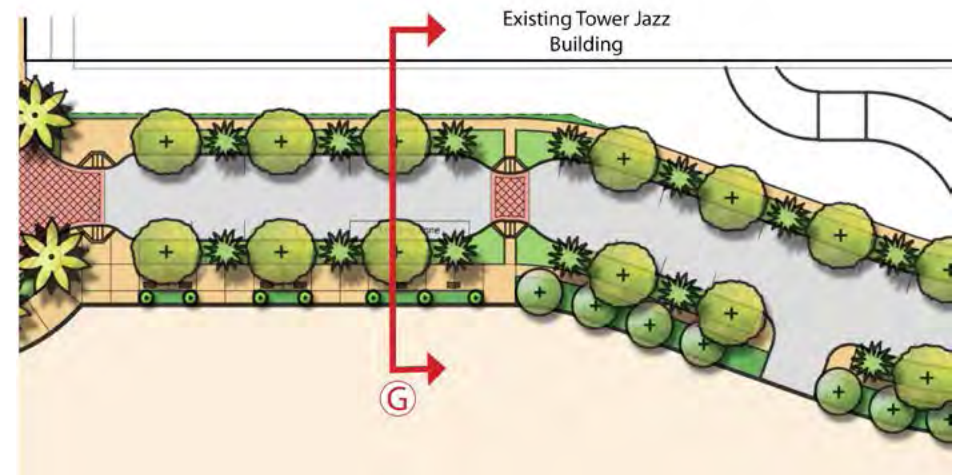


Figure 3-9: Section G - Spine Street



Figure 3-10: Existing TowerJazz Building

3. PHASE 1 ON-SITE IMPROVEMENTS

3.5.3 Community Buffers / Edges

The interim landscape in-between the neighborhood street and the existing TowerJazz building will feature a screen wall or fence in order to screen views of the existing TowerJazz building from the street experience. Within the neighborhood street parkway, the street tree pattern is formal with canopy trees. The interim landscape within the paseo adjacent to the existing TowerJazz Mechanical Equipment Area will be constructed with walkway access in the center of the 30 foot landscape setback area. This walk will be utilized for pedestrian circulation and emergency access. The paseo trees in this area will be formal evergreen trees. An interim screen wall with evergreen screen trees will be included in order to buffer views and transition grade to the existing TowerJazz site.

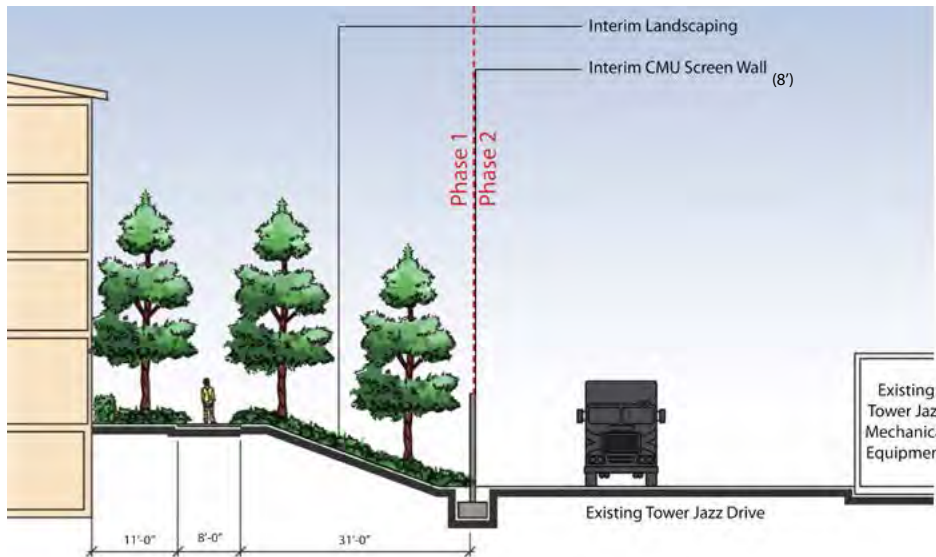
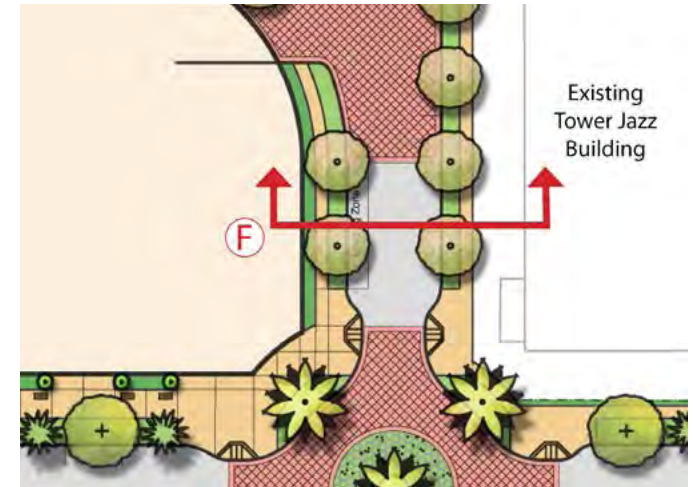
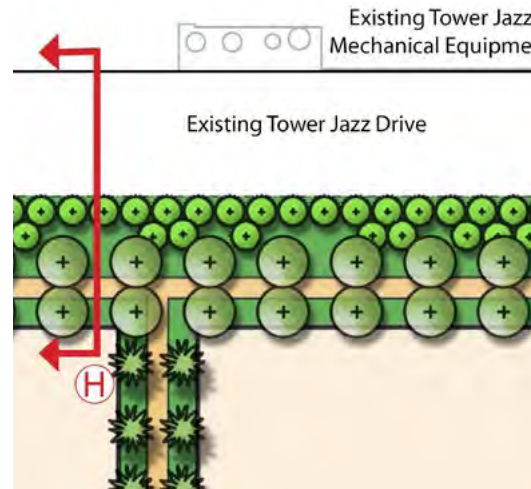


Figure 3-11: Section H - Buffer at Property Line

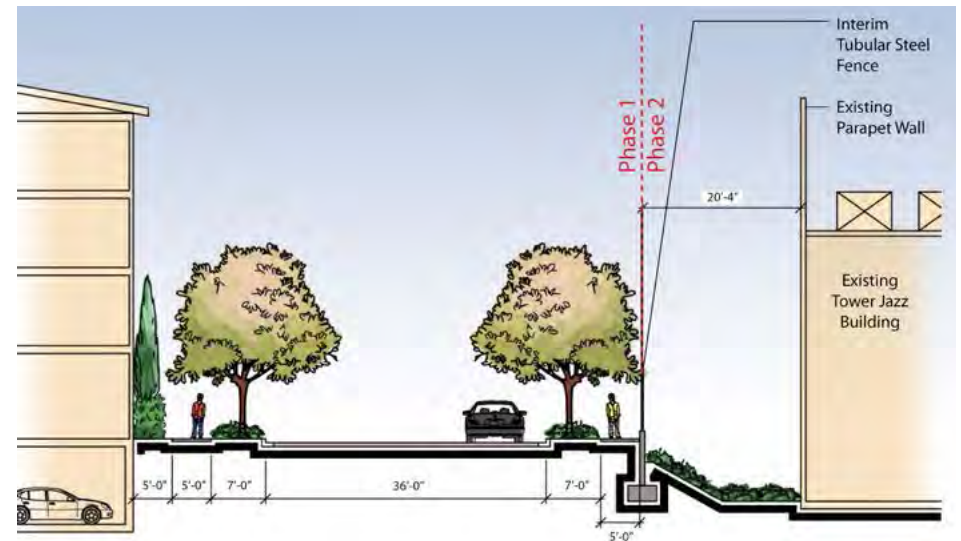


Figure 3-12: Section F - Buffer at Phase Line

3. PHASE 1 ON-SITE IMPROVEMENTS

3.5.4 Walls and Fencing

Phasing of the project will influence the interim wall and fencing solutions at adjacent existing land uses. Phased grading transitions that tie into existing land uses will be utilized and would be reconstructed during the project build-out phase. Monument walls will be located at the two entries to the project with signage identification. Wall character will be consistent with the adjacent architectural style. The project will have one fence design used throughout all parcel areas. Vehicular gates will be located at access points to the TowerJazz

site. The wall along the TowerJazz building will reduce noise and screen views from the adjacent first levels of the residential development. Additionally, walls and sound attenuating materials will be installed in between the TowerJazz site and the Phase 1 development to reduce noise from the TowerJazz operation.

Screen wall materials are to be made of concrete masonry units with a split face or enhanced finish to match the adjacent buildings. Interim retaining walls in between existing structures and the Phase 1

development are to be constructed utilizing a retaining wall system and are to be removed during the project build-out phase, where applicable. Security fencing is to be tubular steel with a painted metal finish. Wall and fence locations are shown on Figure 3-13. Final heights and locations for the Walls and Fencing will be refined in the master development design.



Figure 3-13: Walls and Fencing Concept

4. PHASE 1 OFF-SITE IMPROVEMENTS

4.1 JAMBOREE STRIPING

The project proposes to maintain the same lane widths and overall pavement width along Jamboree Road in the westbound (or southbound) direction along the project's frontage as currently exists immediately west of Birch Street. This would result in a 14 foot #1 travel lane (or outside lane adjacent to the raised median), two 12 foot travel lanes, and a 14 foot #4 travel lane. In order for the #4 travel lane to align with the #4 receiving lane west (or south) of Fairchild Road, a transition distance of 350 feet would need to occur based on the posted speed to widen the outside travel lane to the requisite 21 feet at the intersection of Jamboree Road and Fairchild Road. This re-striping concept would not reduce the number of through travel lanes along Jamboree Road in the westbound (or southbound) direction, and would allow for a longer and wider landscaped median area along the project's frontage.

4.2 JAMBOREE WATER

The water system improvements beyond the project property line will consist of connections to the existing IRWD water main in Jamboree Road. There will be two such connections that will enable the IRWD system to be extended into the site. The off-site work may also include the service connections for the buildings that will front on Jamboree Road.



Figure 4-1: Existing Striping on Jamboree Road

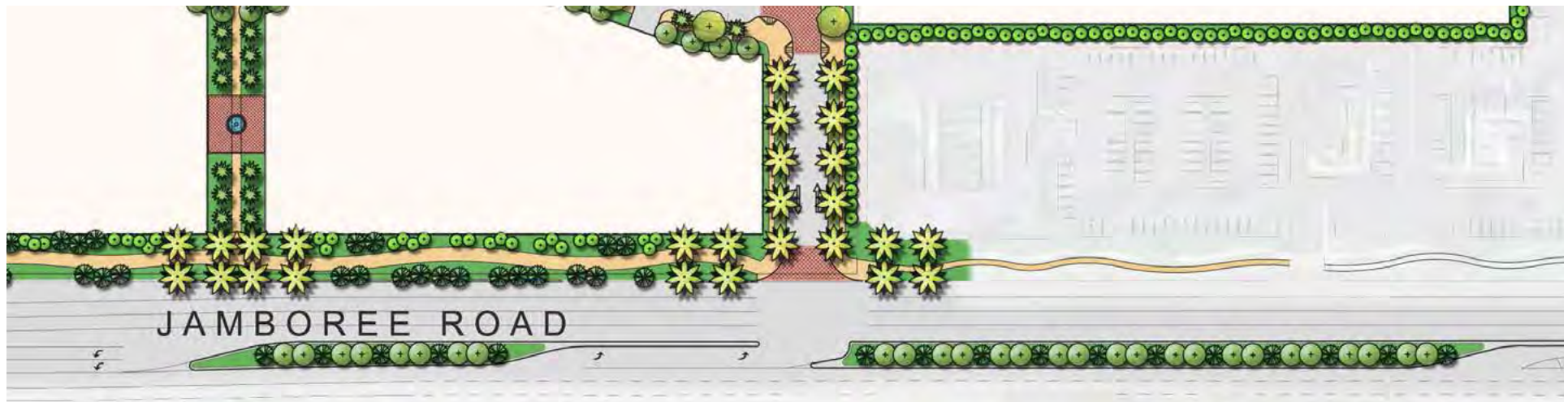


Figure 4-2: Jamboree Striping Plan



CHAPTER 5

Phase 2 Demolition & Remediation

Phasing Plan

5. PHASE 2 DEMOLITION & REMEDIATION

5.1 DEMOLITION

Phase 2 will include demolition of the TowerJazz building at 4321 Jamboree Road and associated mechanical equipment located along the northern property boundary. The TowerJazz building was built in the 1960's and is two and three story building that is approximately 311,452 square feet in size, and includes both industrial and supporting office uses. The TowerJazz facility is currently in operation as a semiconductor chip manufacturing plant. The TowerJazz building underwent a seismic retrofit base isolation improvement project that included underpinning of building footings, excavation of soils beneath the building, and installation of base isolation devices below the existing footings.

Phase 2 demolition activities involve removing equipment, furniture and machinery from the TowerJazz building; abating asbestos and lead-based paint as needed; decommissioning of utilities serving the TowerJazz Building, including the SCE substation and mechanical equipment along the northern property boundary; demolishing and removing the TowerJazz Building, removing foundations and footings; and removing above-ground storage tanks (ASTs). Seismic base isolation foundations may be removed, cut, or left in place in accordance with geotechnical recommendations and architectural specifications for buildings to be constructed in the area. Mechanical equipment, utilities and piping serving the TowerJazz building would also be removed, cut or capped. The asphalt parking lot on the east side of the property off of Birch Street, light fixtures, and landscaped islands will be removed. Demolition materials will be considered for recycling either on- or off-site.

5.2 SITE PREPARATION

Site preparation in the second phase of the project will involve the removal of any undocumented fill, stockpiles, vegetation, and organic or non-organic materials resulting from the demolition and clearing/grubbing operation. The interim retaining walls and slopes constructed during Phase 1 will be removed to allow the grading of the Phase 2 area to be blended seamlessly with the grades established in Phase 1.

Based on the previous investigations, soil and groundwater remediation will be necessary to facilitate the development of Phase 2. Impacted soils will be excavated and characterized for disposal. Soil and groundwater cleanup levels and criteria will be established by the Regional Water Quality Control Board (RWQCB). A soil removal quantity of approximately 29,000 tons is anticipated for this portion of the site. This would include an area of approximately 22,160 square feet to depths of 5 to 30 feet below the ground surface (bgs).

Groundwater remediation of the upper groundwater aquifer zone is currently underway under the oversight of the RWQCB. An estimated time frame of 1 to 3 years is anticipated for the additional groundwater remediation, with an additional 2 to 3 years of groundwater monitoring.

Upon removal of impacted soils and cleanup of the groundwater, a Human Health Risk Assessment (HHRA) will be prepared for Phase 2 to evaluate the potential for environmental health risks associated with the known environmental impacts at the site and the cleanup levels established by the RWQCB. The HHRA will be submitted to the RWQCB for their review, and development of Phase 2 will follow the requirements imposed by the RWQCB. Phase 2 residential construction will not commence without environmental clearance from RWQCB.



Figure 5-1: Existing TowerJazz Building

6.1 GRADING AND EARTHWORK

The grading operation will involve the cutting and filling of the Phase 2 site to establish building pads, roadway sub-grades and park areas at elevations shown on a City-approved grading plan. At the completion of site preparation, zones of loose unsuitable materials, if any, will be identified. It may be necessary to remove the soils in these localized areas to a greater depth than the overall recommendation. Areas to receive fill and those areas under buildings and roadways will require over-excavation to remove and compact existing soils prior to placing any fill, as recommended in the geotechnical report.

Grading will be designed to optimize the balance of cut and fill within the Phase 2 area. Continuing the grading theme established in the first phase, the Phase 2 grading will be designed such that the first floor elevations of the residential buildings are two to four feet above the surrounding site grades. The grading concept illustrated in Figure 6-1 assumes one level of subterranean parking within the larger building envelopes. This scenario makes it possible to achieve a virtual balance of cut and fill. However, to the extent that these building envelopes have a second level of subterranean parking, then cut will exceed fill. Should all of the larger envelopes in Phase 2 have two levels of subterranean parking, then the volume of cut would exceed the volume of fill by approximately 100,000 cubic yards, much of which would have to be exported from the site. This would be additional to any export during Phase 1. Excess cut material will be transported to locations and by routes approved by City traffic engineer.

6. PHASE 2 ON-SITE IMPROVEMENTS

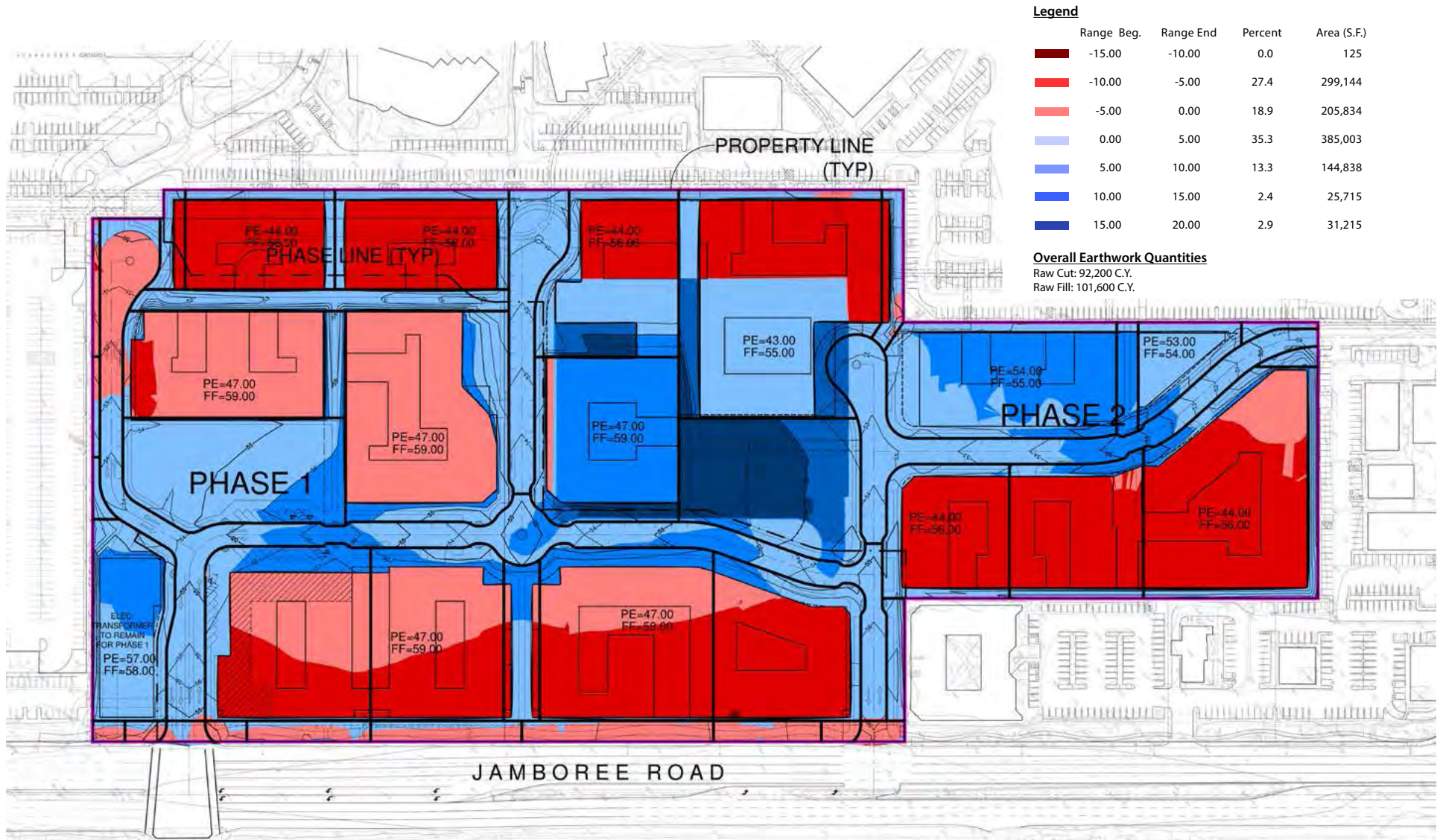


Figure 6-1: Phase 2 Earthwork with 1 Subterranean Parking Level

Note: some building typologies may require 0 or 2 subterranean parking levels, in which case overall earthwork quantities will be impacted

6. PHASE 2 ON-SITE IMPROVEMENTS

6.2 UTILITIES AND DRAINAGE**6.2.1 Water**

The system installed in the first phase of development will be extended into the Phase 2 area, generally within the site roadways. (See Figure 6-2). Remaining vestiges of the underground fire protection water system that served the TowerJazz facility will be removed. The on-site water system will be designed and installed in accordance with IRWD standards so that upon completion of construction it may be turned over to IRWD for operation and maintenance. Appropriate easements will be granted to IRWD for these facilities.

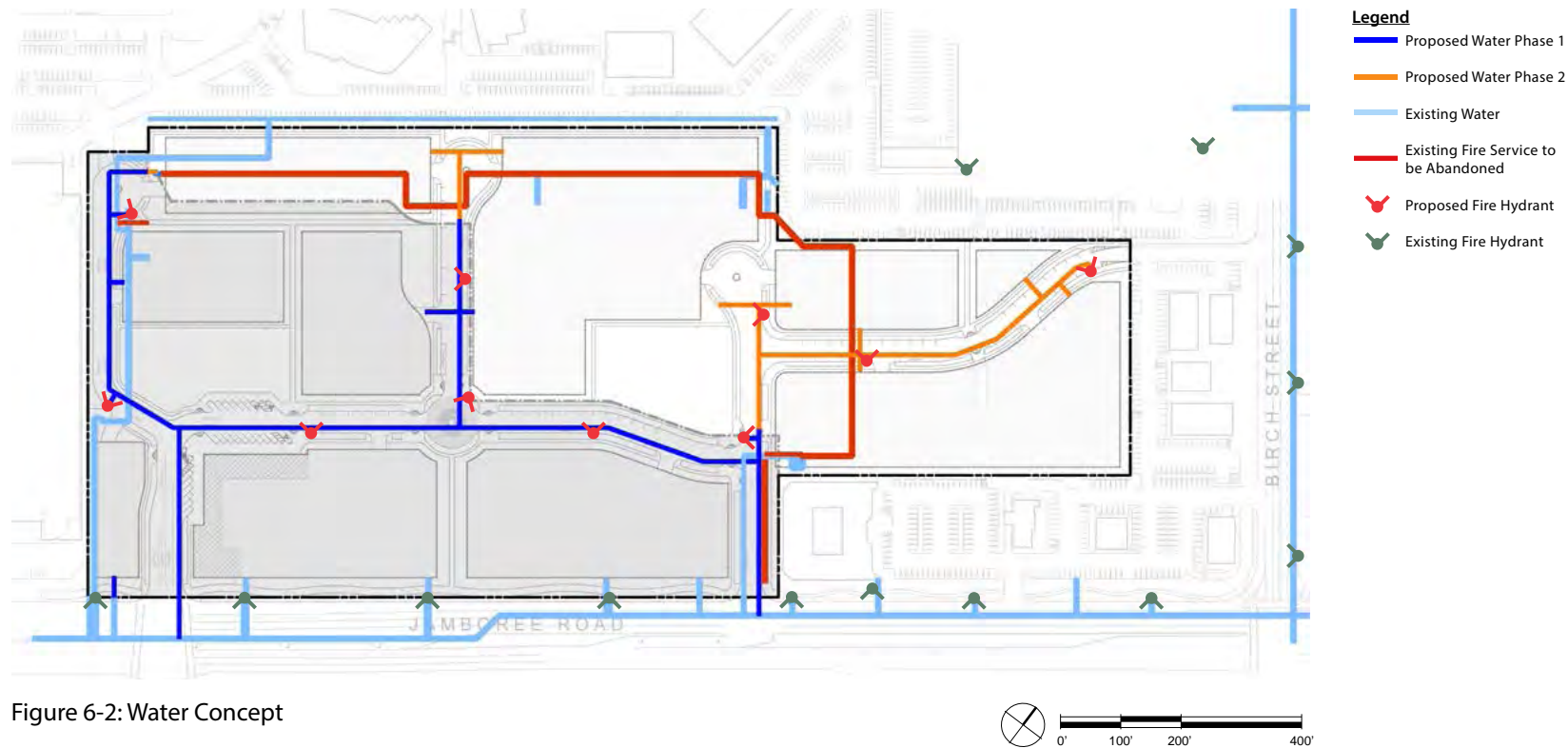


Figure 6-2: Water Concept

6. PHASE 2 ON-SITE IMPROVEMENTS

6.2.2 Sewer

In Phase 2 the TowerJazz manufacturing will cease, resulting in a major reduction in the volume discharged to the sewer system, even at build-out of the proposed project. Accordingly, it is not likely that it will be necessary to expand or increase the sizes of downstream off-site facilities. Demolition of the TowerJazz facilities will include removal of the sewer lines to which portions

of the Phase 1 system connected. It will be necessary to construct new underground sewer lines to extend those lines to the off-site system within the Koll property. The northern area of the Phase 2 site (currently the TowerJazz parking area) will be served by a sewer system that will tie into the Phase 1 sewer lines (see Figure 6-3).

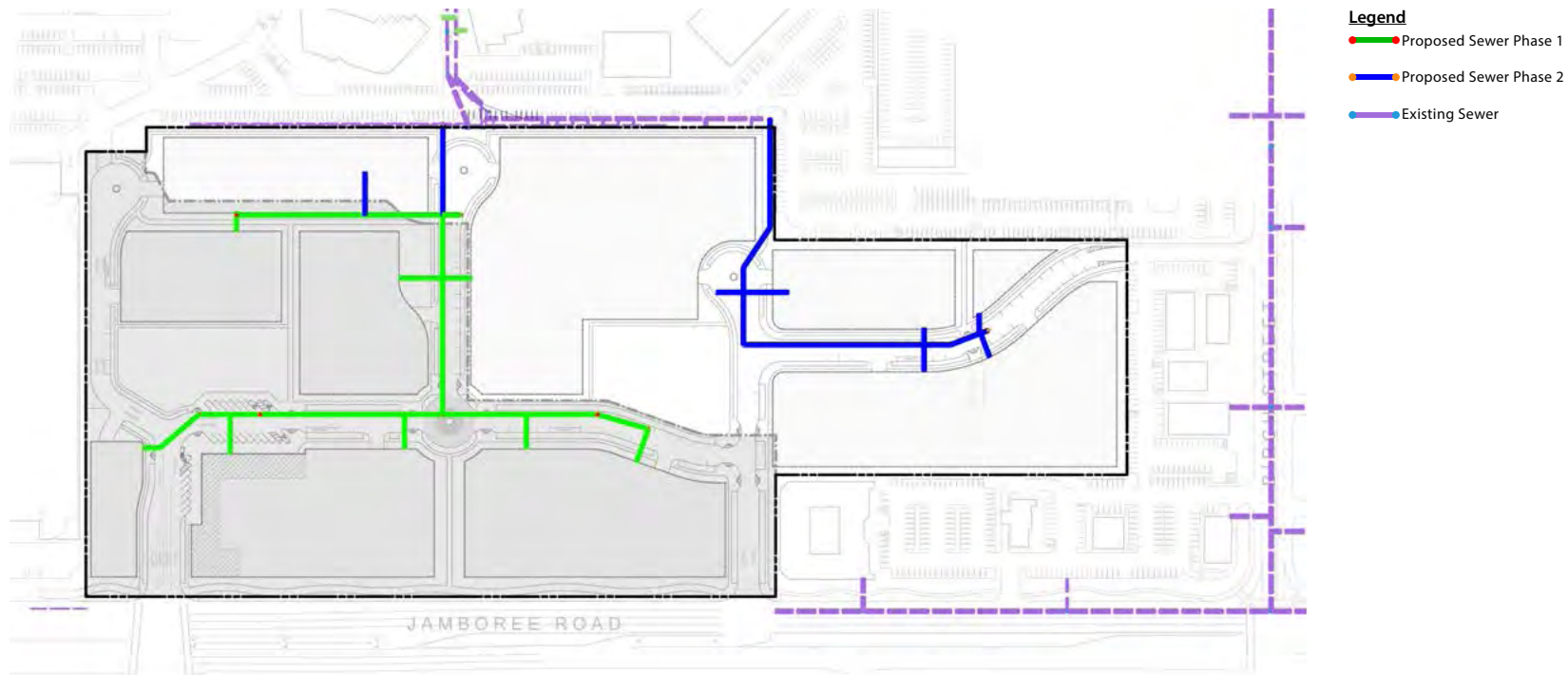


Figure 6-3: Sewer Concept

6. PHASE 2 ON-SITE IMPROVEMENTS

6.2.3 Drainage & Water Quality

Upon completion of demolition of the TowerJazz facilities, the storm drain system constructed for Phase 1 will be extended to the northwestern property line to connect to the existing off-site system. Existing storm drains within the Phase 2 area will be removed and replaced with a new underground system that will tie into the off-site public storm drain system within the Koll Center Newport site, as conceptually illustrated in Figure 6-4. The drainage system will be designed in accordance with Orange County hydrology methodology and will be coordinated with the design of the water quality treatment facilities. Because the proposed project will

have more vegetated open space areas than currently exists on the site, the amount of post-development runoff will be less than existing.

As described in Section 3.2.3, the proposed project will require development of a Water Quality Management Plan that will specify Low Impact Development (LID) measures to minimize the effects of urbanization on stormwater runoff quality and quantity. The LID Best Management Practices (BMP's) will include infiltration with bioretention in landscape and park areas, planter boxes with underdrains, vegetated filter strips, and proprietary treatment systems. The downstream ponds

will provide further water quality treatment through aeration and settlement of silt and sediments.

As the site is developed in Phase 2, BMP's will be installed to treat the additional area of development. To the extent possible, the master developer should provide BMP's for the design capture volume for the site. It may be necessary for the builders to treat runoff from their pad areas, which could be accomplished by means similar to those employed by the master developer.

For the construction phase of the project, a Storm Water Pollution Prevention Plan (SWPPP) will be required. This plan will specify the BMP's to be deployed during construction of the project to minimize deleterious effects on the quality of stormwater runoff from the project.

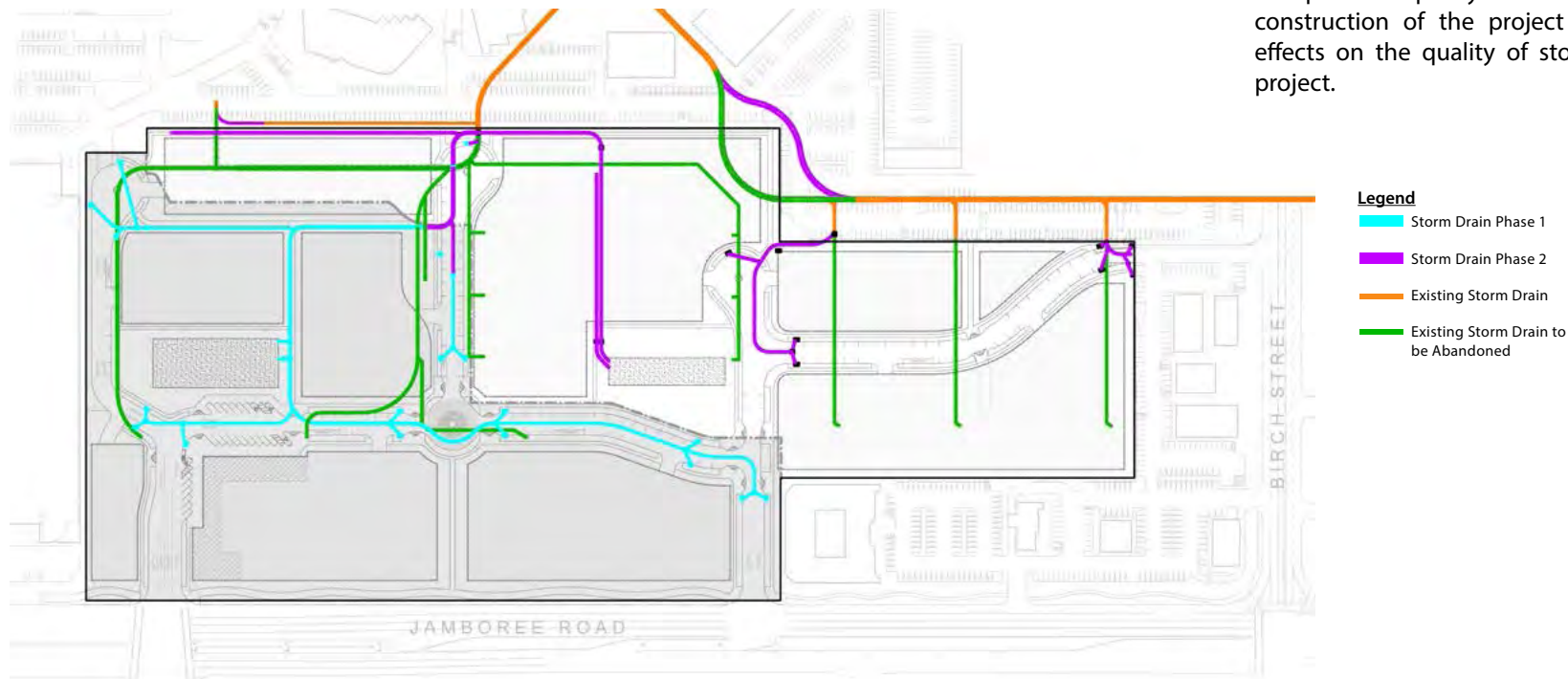
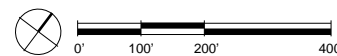


Figure 6-4: Storm Drain Concept



6. PHASE 2 ON-SITE IMPROVEMENTS**6.2.4 Dry Utilities**

Electric service for the Phase 2 development will feed off of the Phase 1 infrastructure and the existing 66kV distribution line along Jamboree Road, and will be distributed through the project in underground distribution lines. Electric transformers serving the project are anticipated to be incorporated into the proposed building structures or buffered from view to the public.

The SCE substation will be decommissioned by SCE after demolition of the TowerJazz in Phase 2, and the land on and around the SCE substation will be developed.

Natural gas is provided to the site by the Southern California Gas Company. An existing 8" natural gas line is located in Jamboree Road. Natural gas service for Phase 2 development will feed off of Phase 1 infrastructure and existing facilities.

AT&T phone service and Cox Communications fiber optic service are available in Jamboree Road. Telecommunications service for Phase 2 development will feed off of Phase 1 infrastructure and existing facilities.

6. PHASE 2 ON-SITE IMPROVEMENTS

6.3 VEHICULAR CIRCULATION

The Phase 2 vehicular circulation system will include a connection to Birch Street. This access is enabled by virtue of an existing easement on the off-site property. Together with the two Jamboree Road intersections, this connection to Birch Street will be the third point of public vehicular access to the project. The emergency vehicle access to the Koll property in Phase 1 will be preserved. The Phase 2 roadways will have driveways that will provide direct access to parking within each building envelope. Street parking will be available in designated locations. Roadway widths, turning radii,

and turn-around dimensions will be designed to City standards to accommodate truck movements and fire equipment.

The existing emergency vehicle access to and from the Koll Center Newport property in Phase 1 as depicted in Figure 3-5 and 6-5 shall be preserved in perpetuity. This connection through Koll Center Newport to Von Karman Avenue may be expanded to allow for future public access for pedestrians, bicycles, and vehicles in the future.

6.4 PEDESTRIAN & BICYCLE CIRCULATION

In addition to unifying the various residential districts and project open space amenities for the overall Uptown Newport project, pedestrian circulation improvements in Phase 2 will complete connectivity elements from the site to adjacent Koll properties. In addition to Phase 1 improvements, a series of four additional connections to the Koll properties pedestrian network will be established and improved. On-street improvements will also link pedestrians to the northeast corner of the project area with convenient proximity to Birch Street. Bicycles will be permitted on all streets and paseos within the Uptown Newport PC.

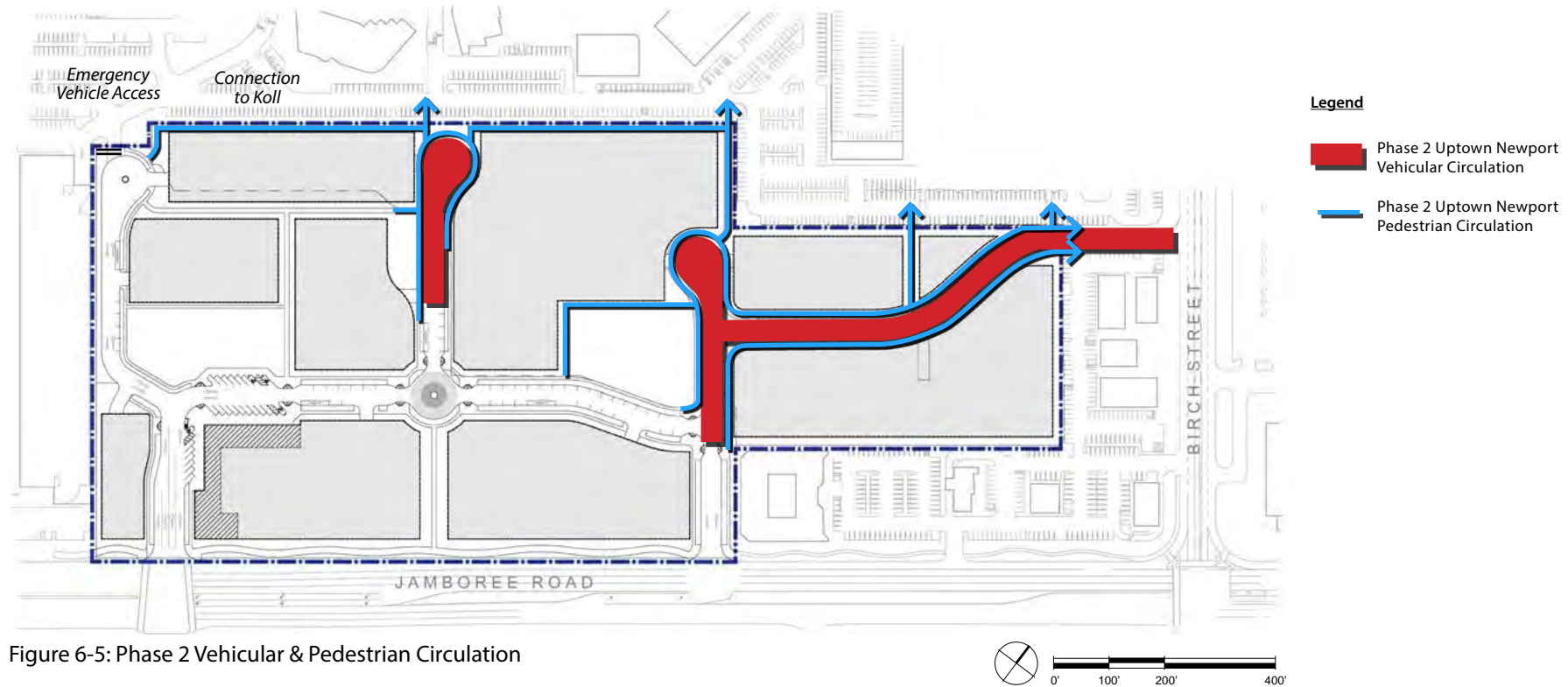


Figure 6-5: Phase 2 Vehicular & Pedestrian Circulation

6. PHASE 2 ON-SITE IMPROVEMENTS

6.5 PHASE 2 CONCEPTUAL LANDSCAPE MASTER PLAN

The common area landscape in Phase 2 consists of the areas outside of the residential product development areas. These areas will include; secondary streets, paseo landscapes, Park B, open space and community edges. The following exhibits will outline the landscape framework, hardscape and streetscape character.

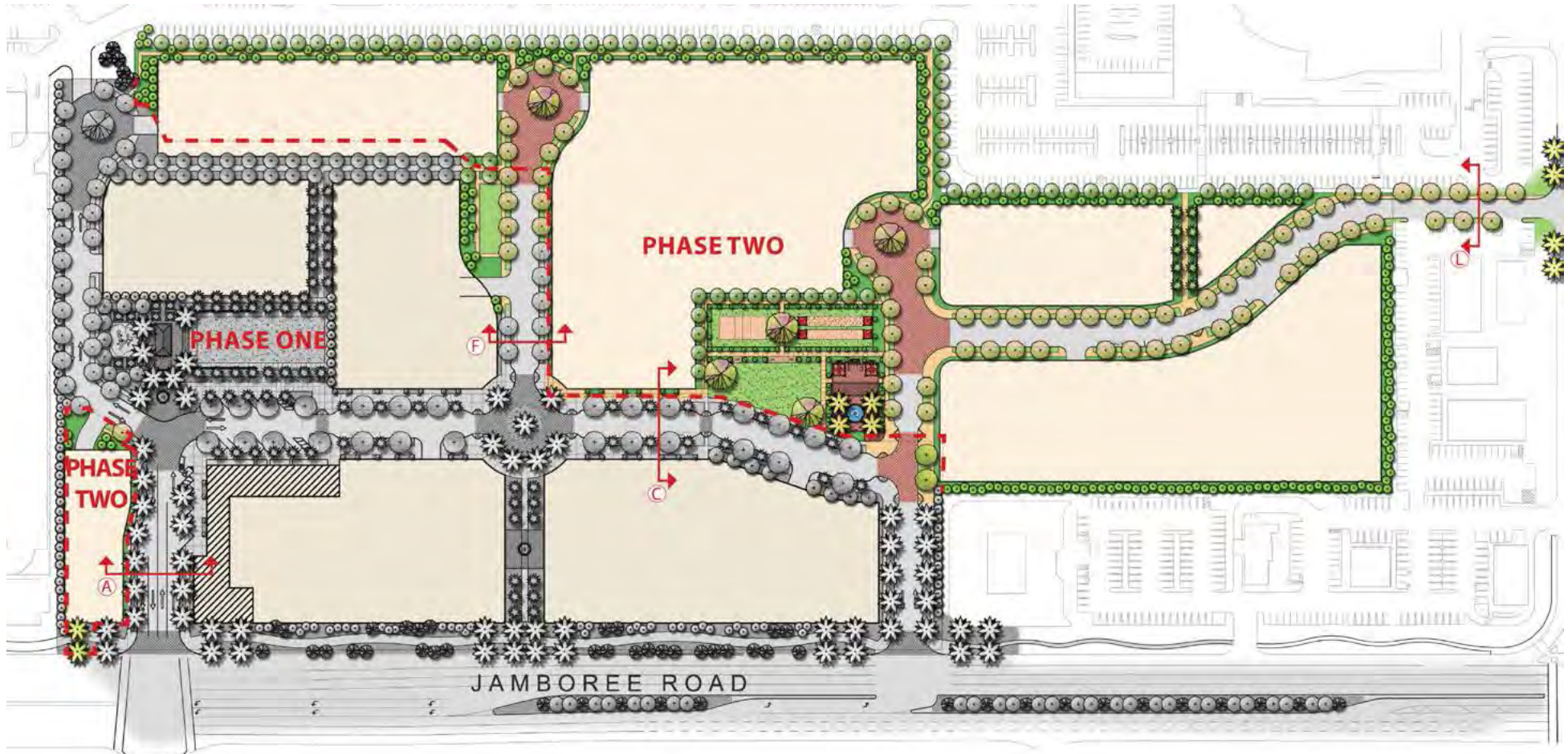


Figure 6-6: Phase 2 Conceptual Landscape Master Plan

6. PHASE 2 ON-SITE IMPROVEMENTS

6.5.1 Jamboree Road Entry Drive

The landscape character at the entries will be transparent inviting and colorful. Date Palm trees are recommended to punctuate the skyline entry while providing important views into the adjacent residential buildings and parks beyond. The use of colorful vines on the palm trunks and ground covers in this area is encouraged. Vertical screen trees used at the building edges are encouraged to soften and buffer the buildings from the street in this area. Hedges will be used to soften building bases and ground covers will be used when parking is not adjacent. Angled parking located along the retail edge modifies the street tree pattern with canopy trees shading the parking areas and palms hugging the walkway promenade along both the storefronts and the market park paseo alike. Upon implementation of phase two, all adjacent walkways and parkway landscapes must be protected in place, with new landscape areas installed behind the phase one sidewalks.

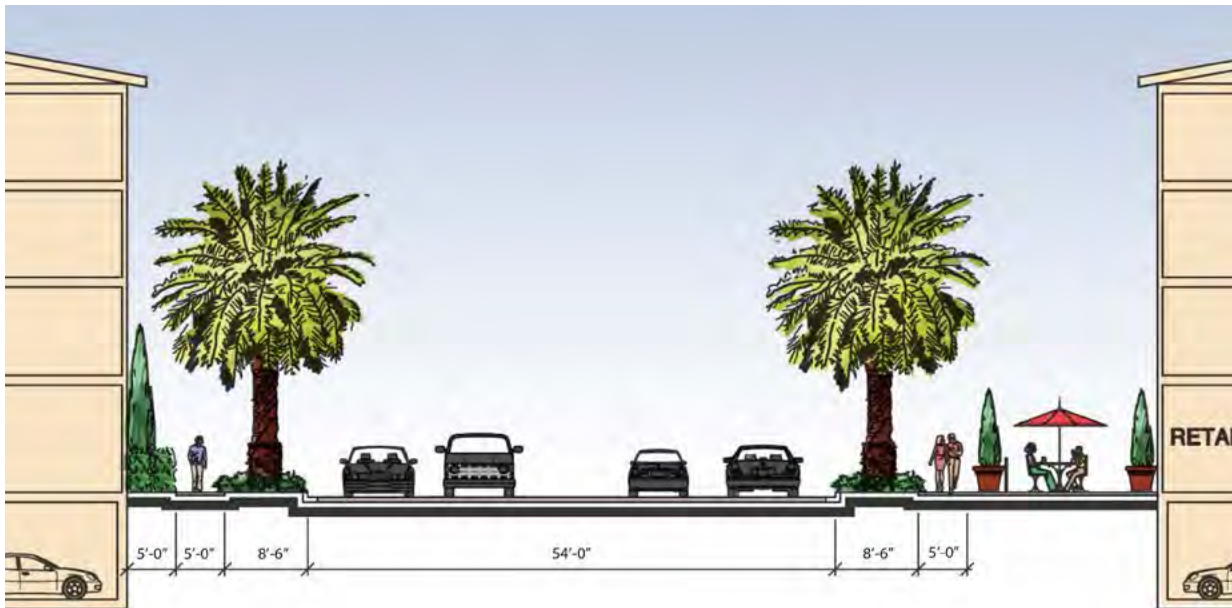
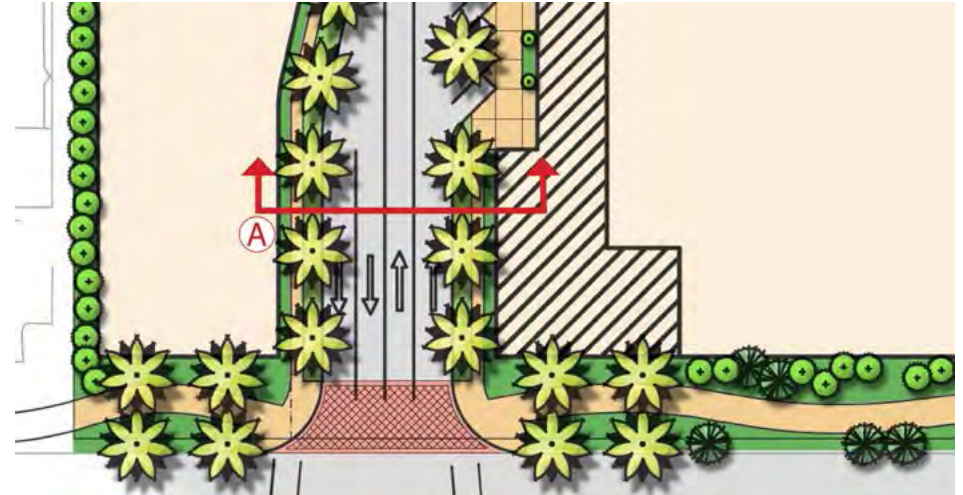


Figure 6-7: Section A - Jamboree Road Entry Drive

6. PHASE 2 ON-SITE IMPROVEMENTS

6.5.2 Birch Street Entry Drive

The Phase 2 entry drive off of Birch Street is an existing entry drive that accesses the Uptown Newport PC through an adjoining property to the northeast via an existing easement. The Birch Street entry drive easement is 33 feet in width and is a non-exclusive easement for passage in, over and along the adjoining property, including the right to maintain driveways, roadways, sidewalks and passageways on said property (Figure 6-8).

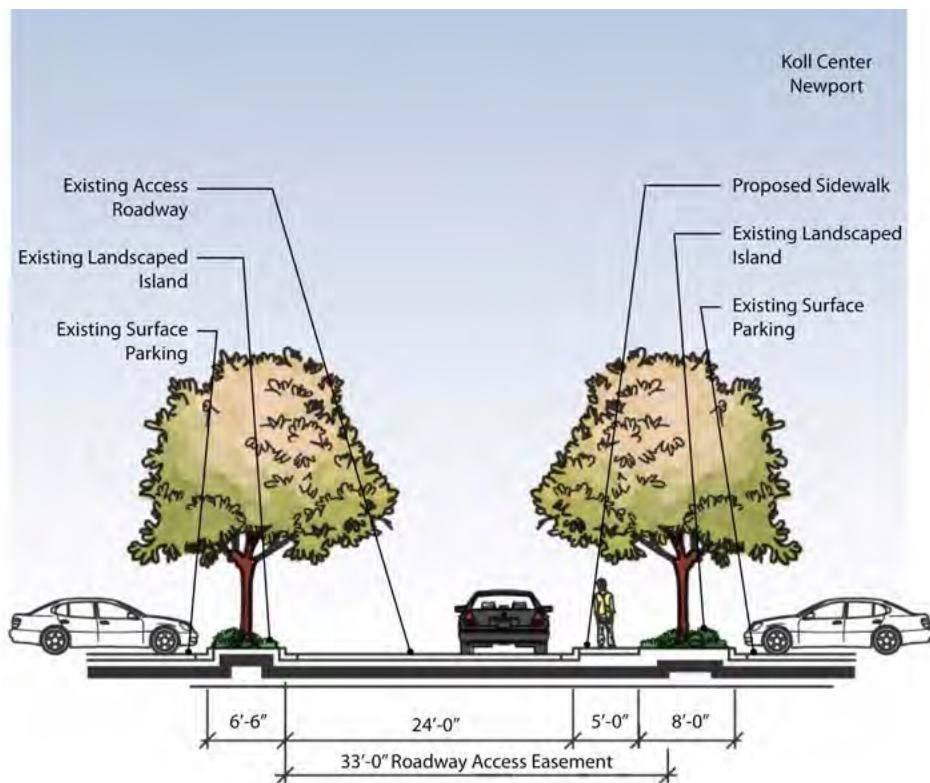
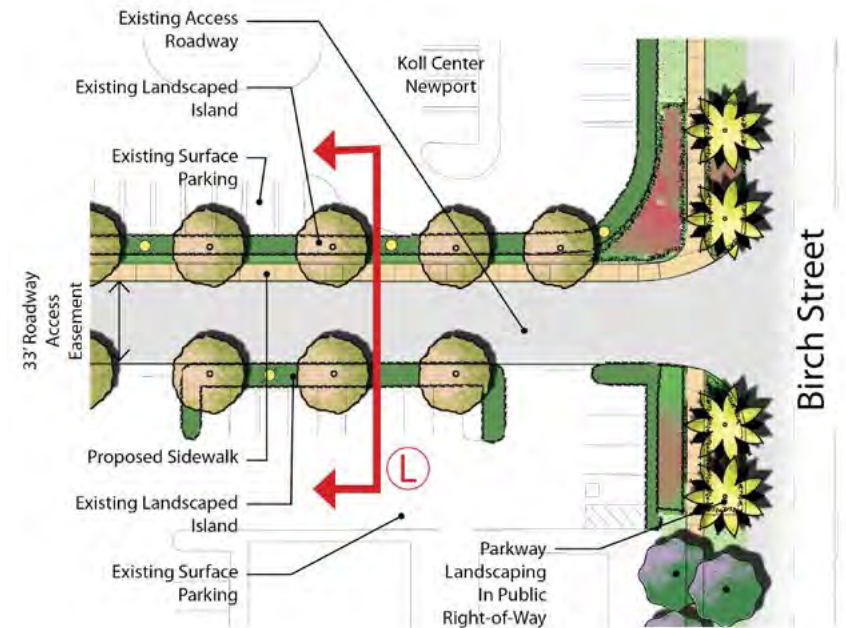


Figure 6-8: Section L - Birch Street Entry Drive



6. PHASE 2 ON-SITE IMPROVEMENTS

6.5.3 Spine Street

The Spine Street is the core that provides the connection between the neighborhood and community amenities. Anchored by the two entries and supported by the two parks at each end, visually and physically this street is the most important link in the project. The street tree pattern is formal with alternating combinations of skyline palms and large evergreen canopy trees. Turf parkways at adjacent parallel parking areas will allow ease of access to the sidewalk. Upon implementation of Phase 2, all adjacent walkways and parkway landscapes will be protected in place, with new landscape areas installed behind the Phase 1 sidewalks.

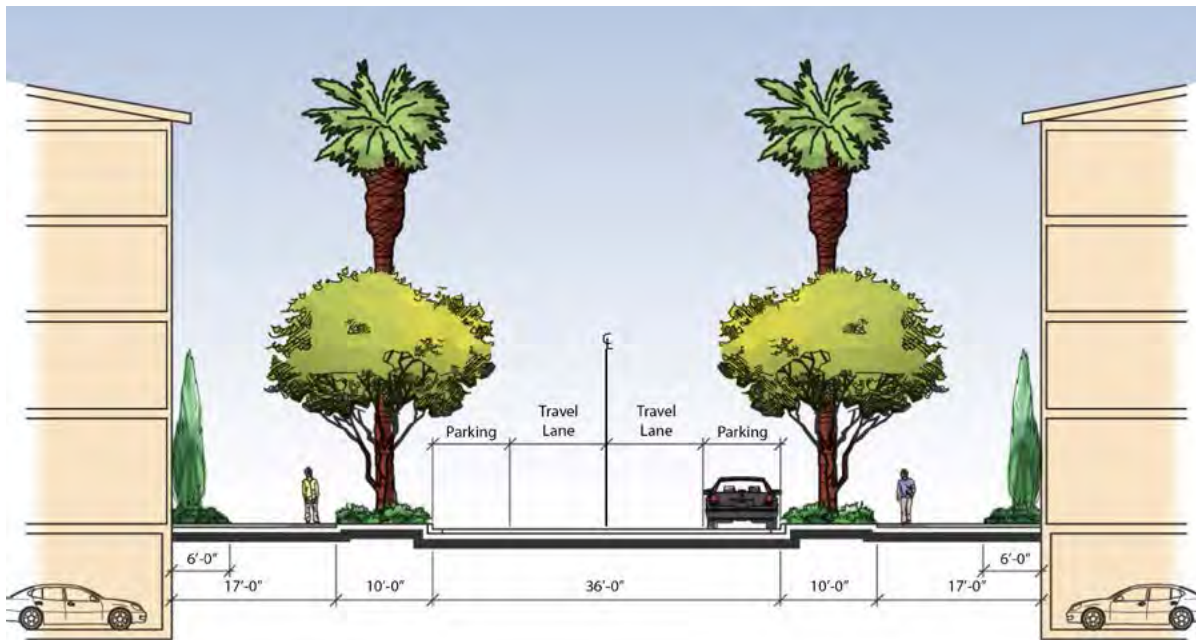
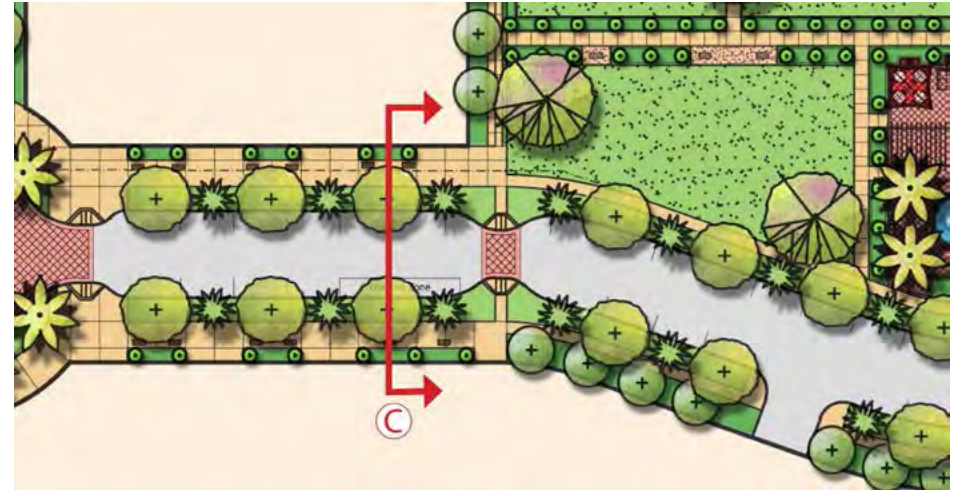


Figure 6-9: Section C - Spine Street

6. PHASE 2 ON-SITE IMPROVEMENTS

6.5.4 Paseo Landscape

These landscape areas are pedestrian connections that tie the project together using garden pathways. These pathways will be lined with vertical palms or canopy trees. The beginning and end of these paseos will be enhanced with accent trees or palms to call attention to these garden areas. Colorful shrubs and ground covers will be used here as well. Vertical buffer trees and accent trees will soften the edges and transitions to the vertical building mass and hedges will be used to soften building bases. The use of large pots in these garden areas is encouraged. Upon implementation of Phase 2, all adjacent walkways and parkway landscapes will be protected in place, with new landscape areas installed behind the Phase 1 sidewalks.

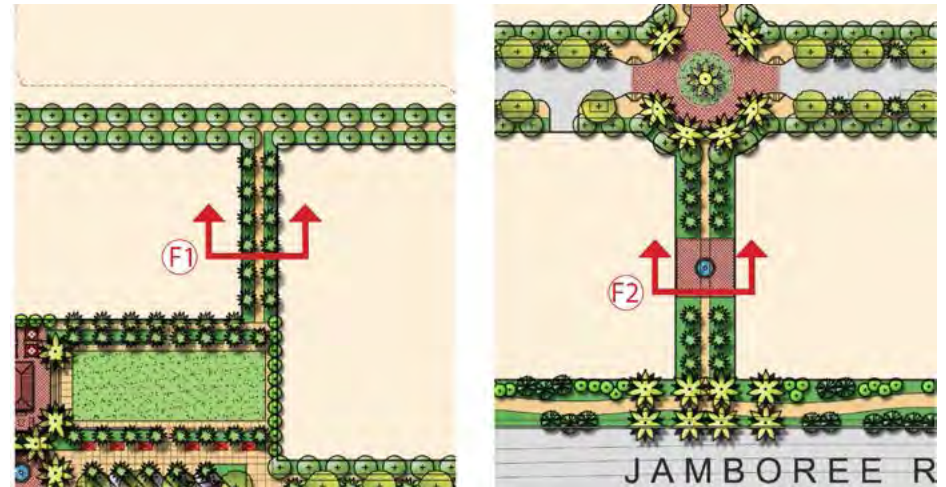


Figure 6-10: Section F1- Paseo Landscape

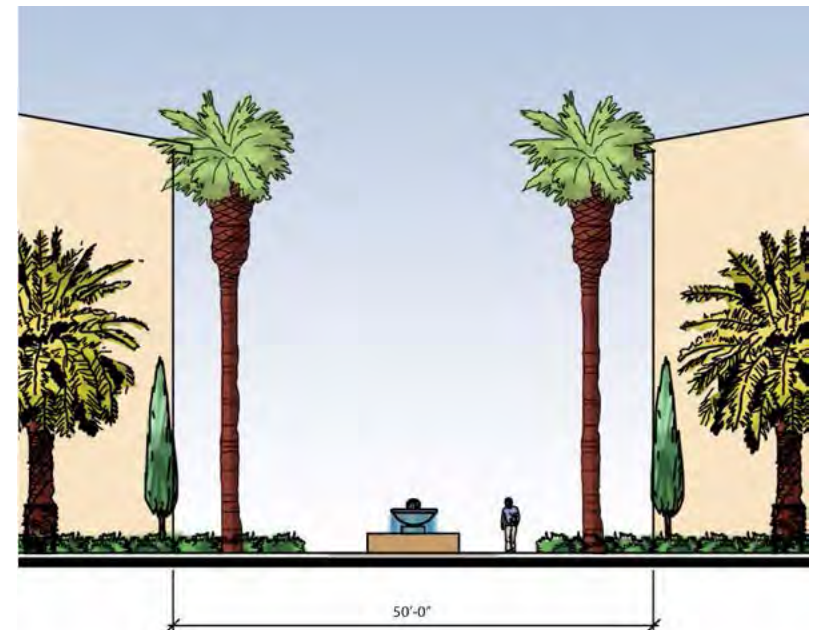


Figure 6-11: Section F2 - Paseo Landscape

7. PHASE 2 OFF-SITE IMPROVEMENTS**7.1 BIRCH STREET INFRASTRUCTURE**

In Phase 2, the site will have a third access drive located northeasterly from the project property across the adjacent property for approximately 200 feet to Birch Street. This access drive is the current TowerJazz access drive to Birch Street that is located within an existing easement. Outbound traffic from the site will be controlled with a stop sign before turning left or right on Birch Street.

7.2 KOLL PROPERTY

The development of Phase 2 will require the relocation of a portion of an existing City of Newport Beach underground storm drain line that crosses a corner of the project site to the rear of the existing TowerJazz manufacturing building. This 66-inch diameter storm drain line carries runoff from a tributary area that includes the project site as well as upstream properties north of Birch Street. The relocation work will involve constructing approximately 300 feet of replacement line within the adjacent Koll property. The relocated line is shown on the Storm Drain Concept plan, Figure 6-4. Existing utility easements allow for the storm drain relocation within the Koll Center Newport. Concurrent with the relocation work, the existing easement documents will be modified to reflect the new alignment.



Figure 7-1: Existing Koll Property

Attachment No. PC 3

Revised Design Guidelines



UPTOWN NEWPORT

Planned Community Development Plan

Design Guidelines

Uptown Newport LP
January 25, 2013

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CHAPTER 1

Introduction

Design Guidelines

1. INTRODUCTION**1.1 PURPOSE AND INTENT**

The Design Guidelines expand upon the regulations set forth in the Uptown Newport Planned Community Development Plan Land Uses, Development Standards & Procedures. The Design Guidelines are intended to guide the preparation of the Master Site Development Plan and site development review process for development within the Uptown Newport Planned Community (Uptown Newport PC).

The Design Guidelines are also intended to be used as a design guide for all buildings and master site development within the Uptown Newport PC. These guidelines are intended to be used in conjunction with other applicable codes, documents, and ordinances to assess compliance of proposed projects.

Development within the Uptown Newport PC shall be subject to the Uptown Newport Land Uses, Development Standards & Procedures and Design Guidelines. Existing on-site land uses are allowed to continue as nonconforming uses, in compliance with the City of Newport Beach Municipal Code (NBMC) Chapter 20.38, and are not required to adhere to these Guidelines. Compliance of projects under this section shall be determined by the City of Newport Beach Community Development Director during the site development review process.



Figure 1-1: Bird's eye view of the site

1.2 URBAN DESIGN CONTEXT

Existing development within the subject property and its surroundings reflects suburban commercial and industrial growth that commenced primarily in the 1960's, 70's and 80's and continued over the past two decades. This growth accommodated economic expansion of the greater Los Angeles metropolitan area and established the areas surrounding the Orange County/John Wayne Airport as a significant regional center for commerce and employment.

Land uses include low-rise and mid-rise office with surface parking, manufacturing, "pad"-oriented retail/restaurants and high-rise multi-tenant office supported by structured parking. Individual projects are typically of sufficient scale to necessitate deliberate on-site vehicular circulation, though much of the way-finding takes place through the organization of circulation within parking lots. Although often in direct proximity to one another, physical connections between parcels, whether vehicular or pedestrian, have rarely been accommodated.

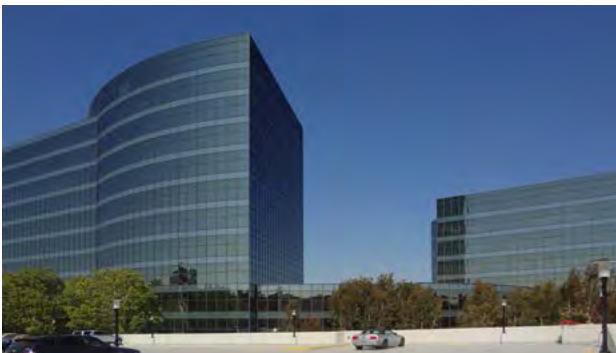


Figure 1-2: Koll Center Newport

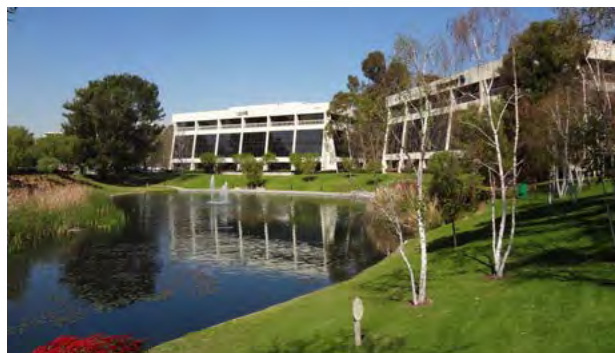


Figure 1-3: Koll Center Newport



Figure 1-4: Koll Center Newport

1. INTRODUCTION

**1.3 VISION STATEMENT**

Uptown Newport is envisioned to be a distinctive, vibrant and interconnected residential/mixed use village clustered within the Airport Area of the City of Newport Beach. While acknowledging the Airport Area's role as a gateway to the City, Uptown Newport represents an evolution of land uses that continue to respond to the ever-changing economic marketplace and societal demands and preferences.

The village will embody an urban quality whereby residents and visitors are joined together through a clearly defined public realm. The public realm will entail a clearly structured network of activated tree-lined streets with parkways and sidewalks connecting residents and visitors to beautifully landscaped neighborhood park spaces programmed with active recreation and passive uses. A village-scale retail core with ground-level shops and outdoor cafes will be provided to serve Uptown Newport residents as well as the local community and provide a degree of self containment for Uptown Newport. In addition to the pedestrian-oriented streets, the public realm will include a series of paseos that will connect neighborhoods together and link the village to surrounding properties.

The public realm will be enhanced through landscaping and framed and engaged by quality architecture expressed in a variety of building types. The village is envisioned to serve the housing needs of a range of residents who will be attracted to a quality living environment that offers convenient access to employment, education, recreation and regional transportation improvements.

In summary, Uptown Newport is envisioned to be distinguished from other residential developments that have been introduced into the nearby Jamboree Corridor by combining quality architecture and urban design with a public realm that includes legible vehicular circulation, significant park space and paseos and by establishing connectivity to surrounding properties.

2. SITE PLANNING GUIDELINES AND STANDARDS

**2.1 MASTER PLAN FRAMEWORK**

The Design Guidelines will be used to prepare a Master Site Development Plan and will govern development within the Uptown Newport PC so that the initial design framework is carried forward consistent with the Airport Area Land Use Element of the General Plan and Koll-Conexant Integrated Conceptual Development Plan (ICDP).

2.1.1 Framework Principles

The following development principles are described within these Design Guidelines, and are intended to serve as the guiding principles for development within the Uptown Newport PC.

1. Create a distinct high-density, mixed-use village;
2. Create legible internal roadway circulation that will provide ample access to all portions of the site and convenient connections to and from adjacent collector and arterial roadways;
3. Establish a sequence of spaces that promotes clear way-finding for residents and visitors;
4. Incorporate neighborhood-serving ground-level retail uses to serve residents, visitors, and nearby commercial uses;

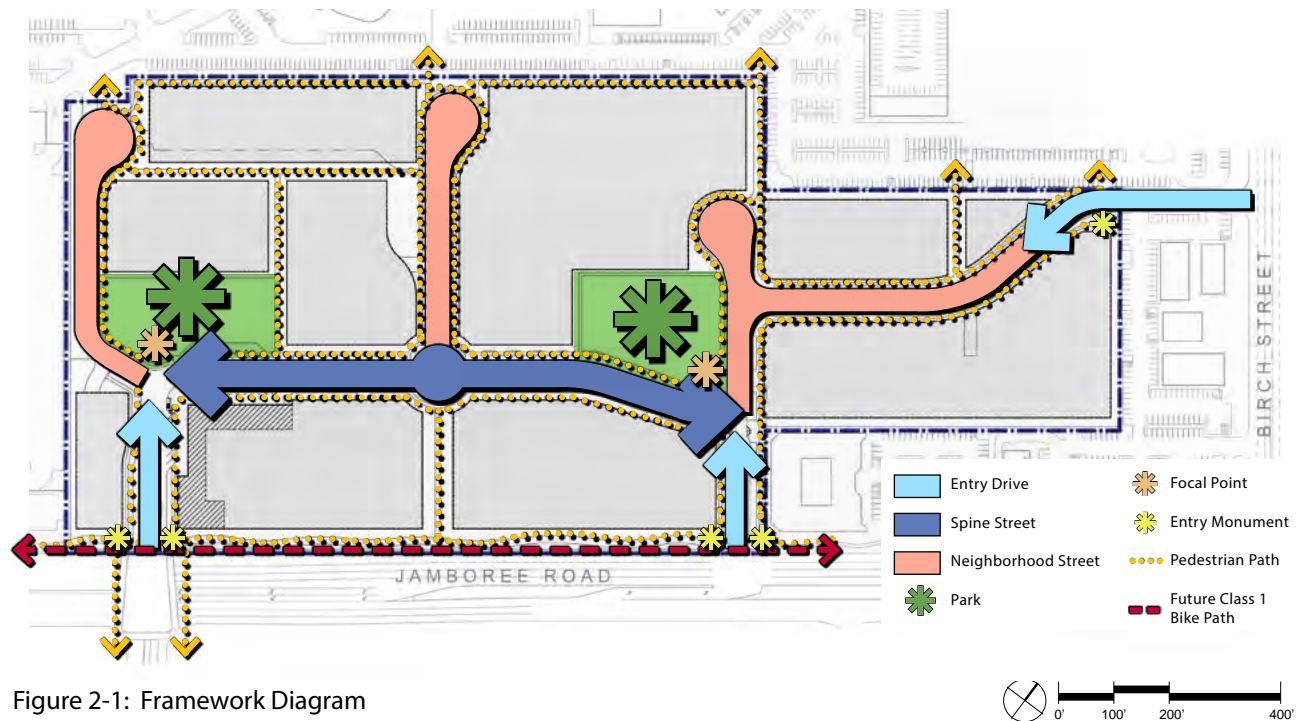


Figure 2-1: Framework Diagram

2. SITE PLANNING GUIDELINES AND STANDARDS



5. Create neighborhood public park space to serve as a principal focus for the village. Park space will include meaningful gathering areas, recreational amenities and open space relief for the community;
6. Provide housing opportunities to serve the needs of a range of future residents;
7. Emphasize pedestrian orientation through the creation of pedestrian-scaled streets and greenbelts that break up large blocks and provide connectivity within and between neighborhoods and the surrounding community. Project streets shall include sidewalks separated from parking or travel lanes by landscaped parkways, tree grates and other such enhancements;
8. Provide on-street parking to serve the residential uses, neighborhood parks, and retail uses, visitors, and retail customers;
9. Establish architectural massing and articulation that provides variety and interest, creates a strong spatial definition along internal streets, and introduces pedestrian scale elements;
10. Provide for the establishment of a landscape character that unifies and enhances project streets, paseos, and other components of the public realm.

2. SITE PLANNING GUIDELINES AND STANDARDS

2.2 MASTER SITE PLAN CONCEPT

A Master Site Plan for Uptown Newport (see Figure 2-2) has been prepared that incorporates the framework principles. The Uptown Newport PC is centered on two neighborhood public parks and incorporates a mixed-use node at the primary entry that features neighborhood-serving retail uses and a network of local streets and pedestrian walkways and paseos that provide connectivity within Uptown Newport and to

surrounding properties. Uptown Newport is envisioned to be a cohesive plan of high density residential apartments, condominiums and townhomes with parks, streets, landscaped parkways, and paseos that will be integrated with private amenities.

The public realm of the Uptown Newport PC will be designed and implemented by a master developer pursuant to a Master Site Development Plan approved by the City to ensure that the parks, streets, and public

spaces will be planned and improved as a whole and will not be fragmented. A master association will be responsible for the ongoing operation and maintenance of the parks, streets, and common areas within the Uptown Newport PC. Individual projects within Uptown Newport will be regulated by the Uptown Newport PC Land Uses, Development Standards & Procedures. The Design Guidelines and Phasing Plan will also be governed by the master association rules and regulations.



Figure 2-2: Master Site Plan

2. SITE PLANNING GUIDELINES AND STANDARDS

2.2.1 Master Site Improvements

The Master Site Improvements for the Uptown Newport PC include two acres of park space, street improvements, utilities and an interconnected walkway system which links all areas of the site (see Figure 2-3).

Master Site Improvements include the following:

- Demolition, site preparation and rough grading;
- Backbone storm drain system within the streets;
- Sanitary sewer system within the streets;
- Water distribution system within the streets;
- Reclaimed water distribution system within the streets;
- Street improvements, including street paving, curb and gutter, sidewalk, and parkway improvements to the back of sidewalk;
- Common area fencing and walls;
- Neighborhood Park improvements for the two public parks;
- Landscape improvements within common areas, including: public street parkways to the back of sidewalk; project entries, Jamboree Road parkway and Class I and multi-use trail; Neighborhood Park landscape improvements; paseo landscape improvements;

- Master streetlight and common area lighting improvements;
- Dry utilities; and
- Master community signage.

Operation and maintenance of the parks, streets, parkways, and paseos will be by the master association. Developers of each parcel will be responsible for landscape development between the back of sidewalk and building face in accordance with the guidelines.



Figure 2-3: Master Site Improvements

2. SITE PLANNING GUIDELINES AND STANDARDS

2.2.2 Project Entries

Two clearly identifiable site access points for Uptown Newport are located on Jamboree Road. The primary entry is located at the existing signalized intersection at Fairchild Road. A secondary access point with limited turning movements (left turn out of the site at this location will not be allowed) is located at the northeastern portion of the Jamboree frontage. A full turn-movement intersection at Birch Street provides a third access point into the site. Uptown Newport has access to convenient connections to Highway 73, the 405 Freeway, the John Wayne Airport, University of California, Irvine and to Newport Beach via Jamboree

Road and MacArthur Boulevard. The arrival experience for residents and visitors on each of these three tree-lined entry roads will culminate into significant park space to create a sense of arrival and community identity.



Figure 2-4: Uptown Newport community entry

2. SITE PLANNING GUIDELINES AND STANDARDS

2.2.3 Park Space

Two one-acre public neighborhood parks within Uptown Newport will provide convenient proximity of meaningful open space and recreational amenities for project residents and visitors. The relationship of the parks to the entry roads establishes a sense of quality and amenity upon arrival, and will distinguish Uptown Newport from other residential projects in the Jamboree corridor. These parks will provide light, air and open space relief to an otherwise urbanized area.

Each park has been programmed to serve the diverse recreational needs of the community and will feature

such uses as fountains, seating areas, shade structures, open lawn areas, "tot-lot," barbecues, and active recreational uses.

The parks are connected to each other by the project Spine Street with generous walkways, enhanced tree plantings and street furniture. The project has been designed to extend park frontage to the adjacent neighborhood streets such that open space is extended into the public realm, the perception of open space is expanded, and convenient access to the parks for the residents is provided from each of the neighborhoods.



Figure 2-5: Uptown Newport neighborhood park

2. SITE PLANNING GUIDELINES AND STANDARDS

2.2.4 Private Open Space

In addition to the two acres of public park space, private open space will be provided in each building phase, individual building or complex. These spaces may be internal to the building complexes in courtyards or in enclosed facilities on the ground floor (see Figure 2-13). Ground floor facilities are encouraged to be street facing to enhance the vitality of the community. Uses may include swimming pools, exercise facilities, tennis courts, basketball courts, clubhouse rooms, roof decks, community gardens, barbecue courtyards, passive gathering areas, or any other amenities as deemed appropriate by the Community Development Director.



Figure 2-7: Pool area



Figure 2-10: Barbecue courtyard



Figure 2-11: Roof deck



Figure 2-6: Outdoor courtyard



Figure 2-8: Passive gathering area



Figure 2-9: Outdoor fireplace



Figure 2-12: Clubhouse

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-13: Private Open Space

2. SITE PLANNING GUIDELINES AND STANDARDS

2.2.5 Pedestrian Friendly Environment

Pedestrian connections are emphasized throughout Uptown Newport. Project streets will include landscaped parkways and sidewalks that link pedestrians throughout the village. A mid-block pedestrian greenbelt will cross through the middle of the development adjacent to Jamboree Road with linkages to adjoining Koll Center Newport property to the north.

Greenbelt improvements are encouraged to include visual nodes and gathering spaces to enhance activity in these areas. Pedestrian activated courtyards and recreational amenities are encouraged to link the greenbelt to further broaden connectivity and expand the open space network.

In accordance with the General Plan, A twelve foot (12') wide sidewalk and Class I bike trail will be improved along the Jamboree Road parkway as part of the Uptown Newport project. The Jamboree Road trail and existing sidewalk improvements on surrounding properties will provide pedestrian and bicycle connectivity to the existing Newport Beach and regional trail systems. In addition, the internal streets within the Uptown Newport PC are designed to be pedestrian and bicycle friendly, with traffic calming features including enhanced paving at intersections and key pedestrian crosswalks, a traffic roundabout, and curb chokers that will reduce vehicular speeds within the project.



Figure 2-14: Uptown Newport streetscape with pedestrian improvements

2. SITE PLANNING GUIDELINES AND STANDARDS

Strong pedestrian connections with adjacent properties will be provided as part of the master development as prescribed in Figure 2-15. These connections will be reinforced by increased building setbacks and landscaping, and will link Koll Center Newport with the mixed-use core and neighborhood parks of Uptown Newport. Off site completion of this network will be subject to the re-development of Koll Center Newport.

Street furniture, street trees, directional signs, trash receptacles, and exterior lighting will be incorporated into public rights-of-way and open spaces to reinforce pedestrian activity.

Buildings will be configured to create a strong spatial relationship to the pedestrian walkways, and will be connected to create a cohesive pedestrian experience

throughout Uptown Newport. Mixed-use areas with retail and residential will emphasize pedestrian orientation by utilizing features such as intimate plazas, connected courtyards, trellises, planters, seating and fountains.

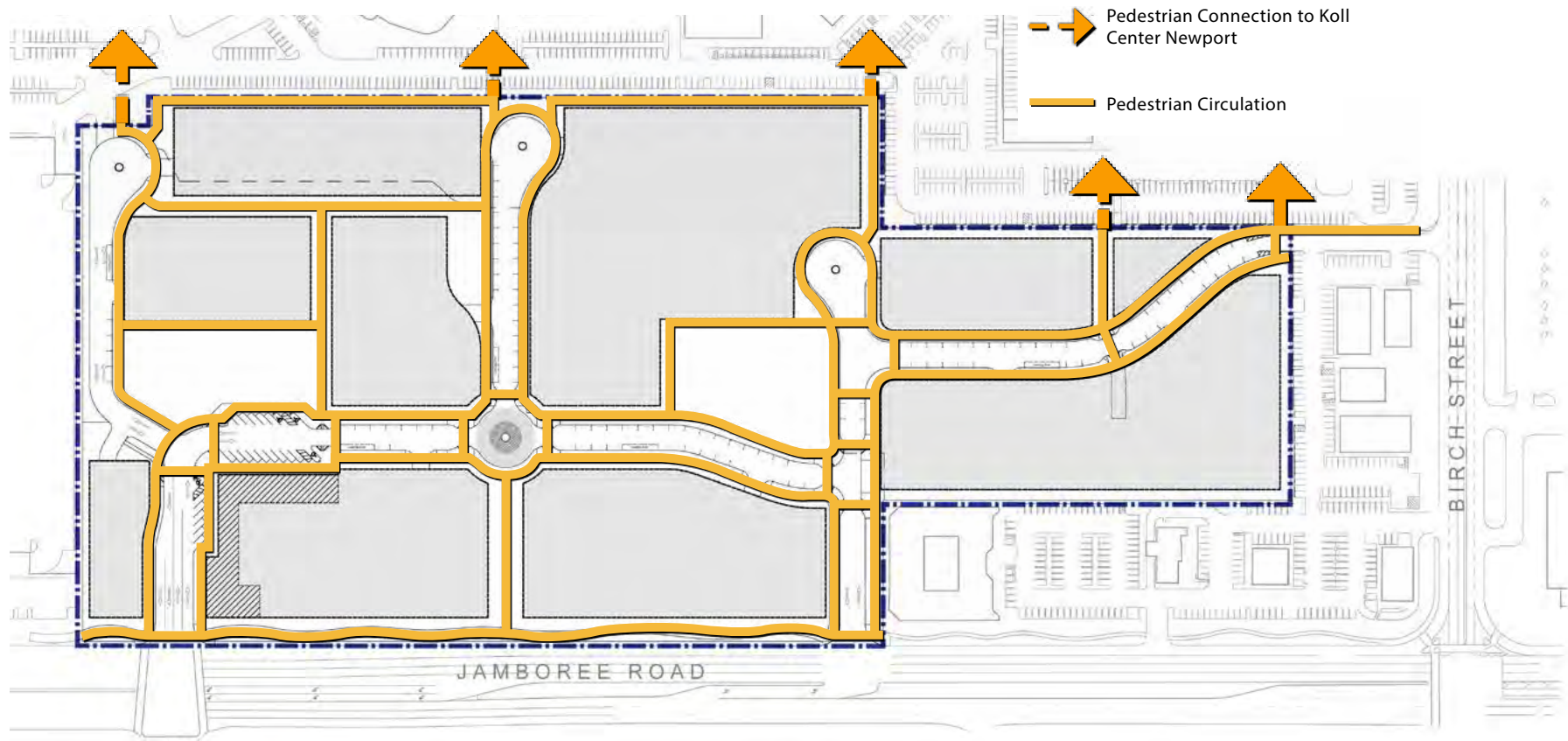


Figure 2-15: Pedestrian Circulation Plan

2. SITE PLANNING GUIDELINES AND STANDARDS

2.2.6 Mixed-Use Node

A mixed-use node will be located along the entry into Uptown Newport at Fairchild Road and adjacent to the Phase I park. This area will feature up to 11,500 square feet of neighborhood-serving retail integrated within the street level of residential building(s).

Drawing upon traffic and visibility from Jamboree Road to enhance its commercial viability, this village center is intended to attract day-time use from both residents and the nearby workforce while continuing to serve the needs of Uptown Newport residents during evenings and weekends.

With expanded street frontage paving for outdoor dining and passive seating and proximity to the neighborhood park, the village center is intended to offer a visual setting and amenity that is superior to competitive retail improvements that currently exist in the Airport Area.

The village center is envisioned to include such uses as cafes, coffee house, deli/market, dry cleaner, and personal services. Parking for the village center retail will be provided within the adjoining mixed use building and in convenient on-street diagonal spaces.



Figure 2-16: Uptown Newport mixed-use node

2. SITE PLANNING GUIDELINES AND STANDARDS

2.2.7 Community Markers

The introduction of community markers for orientation and project identity promotes way-finding for residents and visitors, strengthens Uptown Newport's sense of place and produces a recognizable environment for residents and visitors. In addition to corner monuments and signage, building elements within the project will be designed to serve as landmarks within Uptown Newport. These elements, such as corner towers, low rise building forms, lobby entrances, distinctive colors

and materials, landscaping and other such contrasting design elements will be introduced to distinguish buildings from one another, create landmarks and enhance way-finding.

The use of enhanced landscaping with organized plant material patterns will provide a clear visual design structure to the outside realm as well as the interior of the Uptown Newport PC to further enhance urban legibility and way-finding.



Figure 2-17: Uptown Newport park space as focal point and way-finding element

2. SITE PLANNING GUIDELINES AND STANDARDS

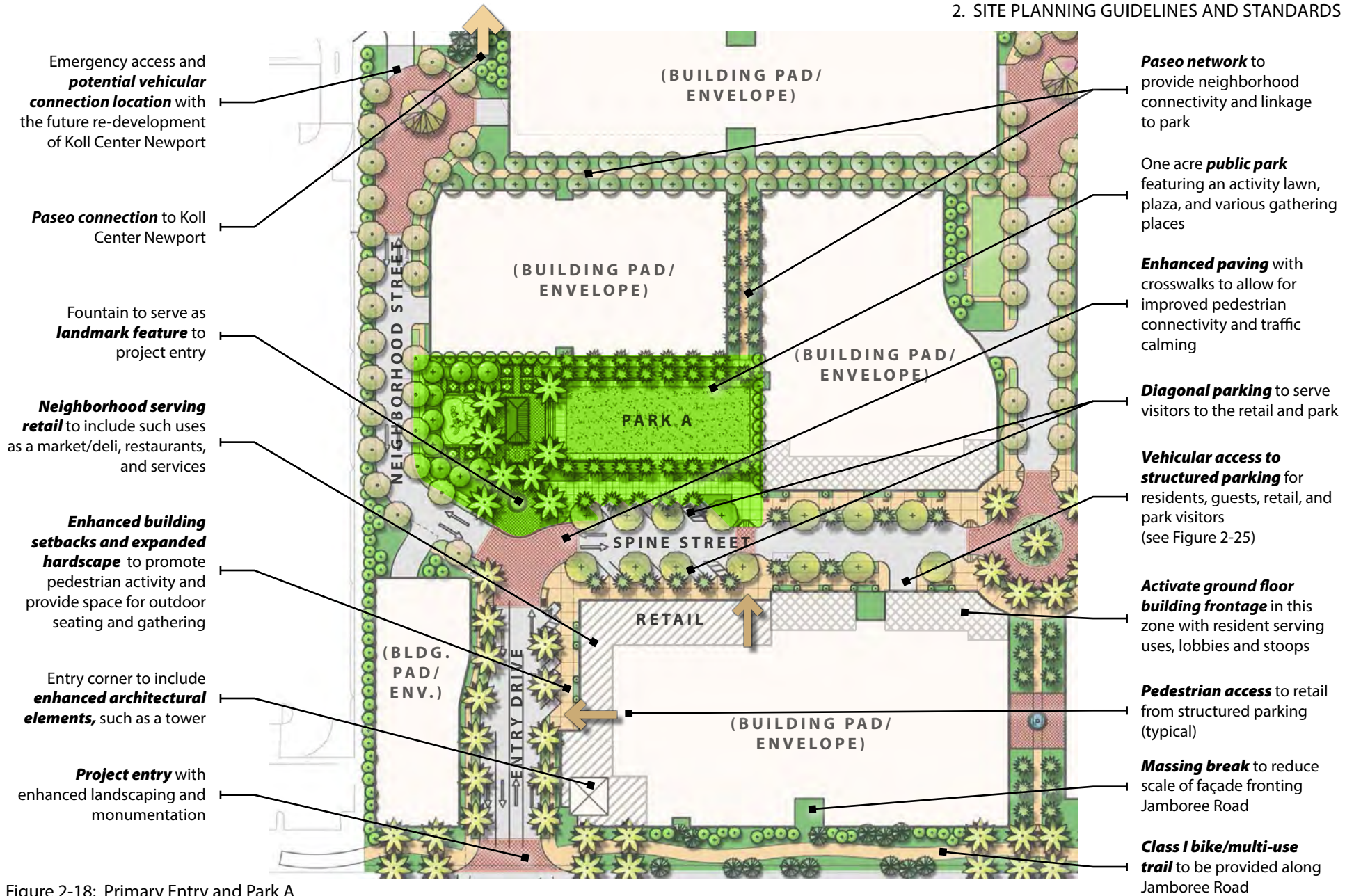


Figure 2-18: Primary Entry and Park A

2. SITE PLANNING GUIDELINES AND STANDARDS

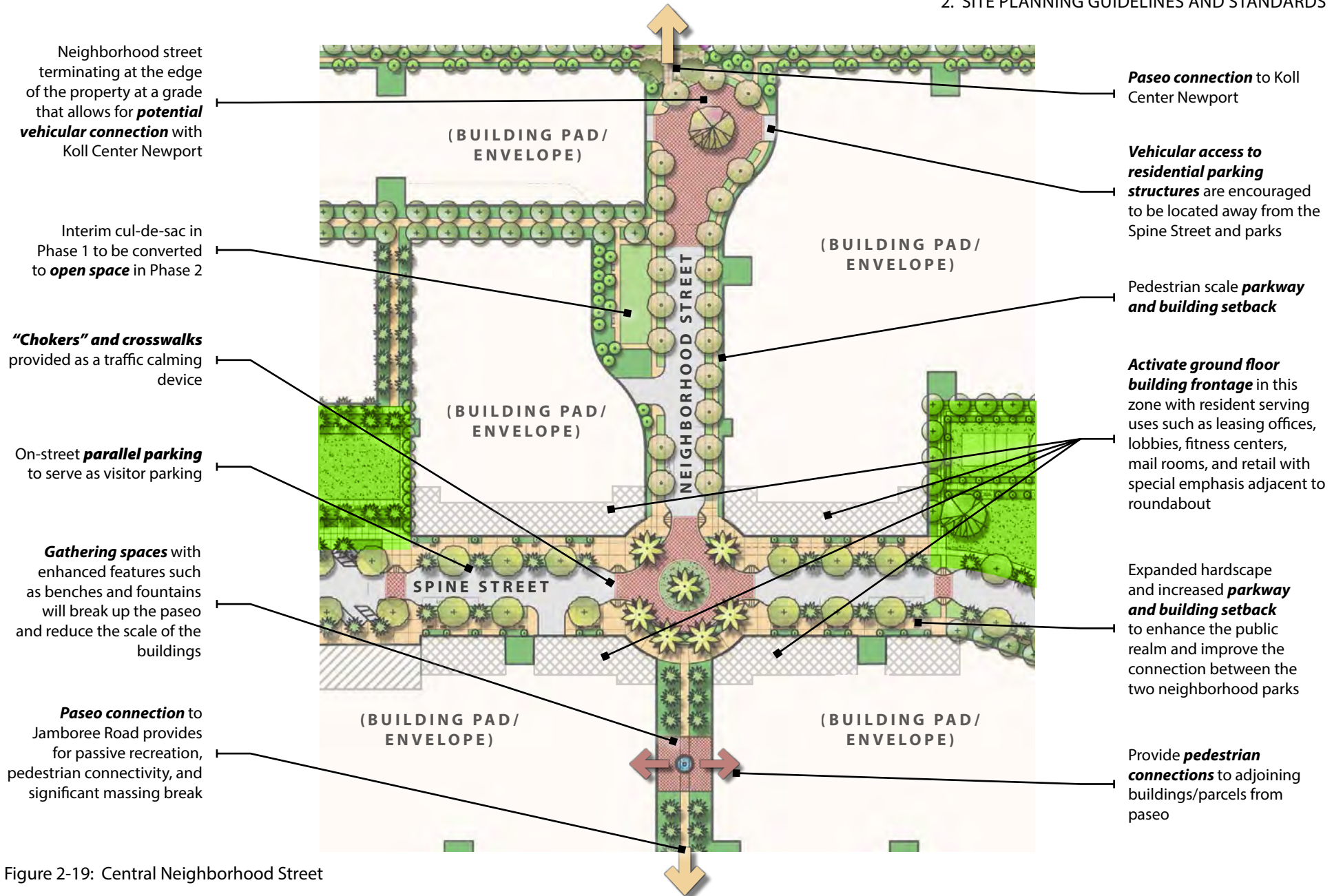


Figure 2-19: Central Neighborhood Street

2. SITE PLANNING GUIDELINES AND STANDARDS

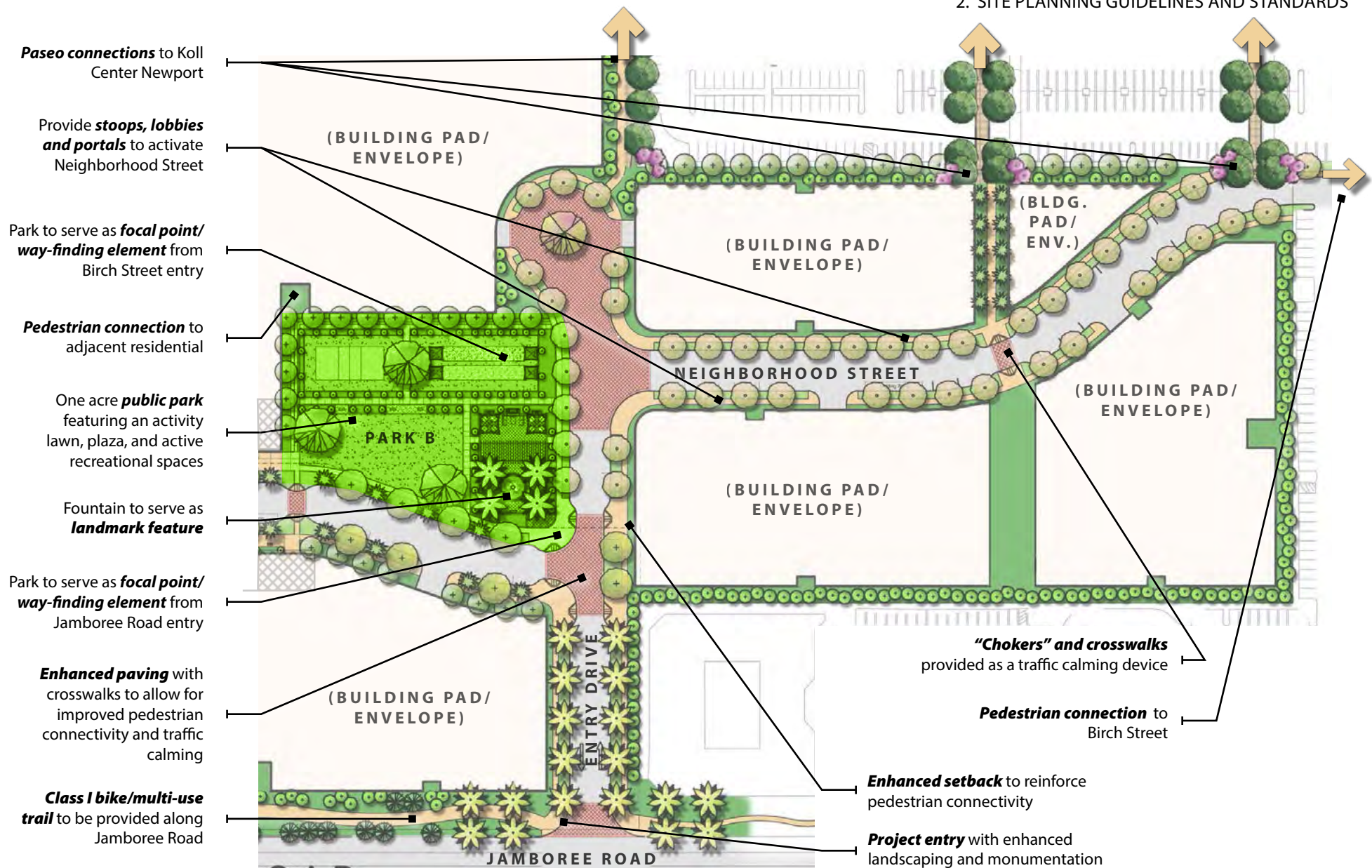


Figure 2-20: Secondary Entry, Birch Street Entry and Park B

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-21: Identifiable entry road



Figure 2-22: Spine Street with retail node

2.3 ROADWAY CIRCULATION

Primary access to Uptown Newport will be from the signalized intersection at Fairchild Road, secondary access will be off Jamboree Road at the eastern edge of the project frontage, and a third access point off Birch Street in Phase 2. Project roadways within Uptown Newport have been arranged to establish clear and convenient access to individual development parcels, structured parking entrances and on-street parking within Uptown Newport. A central Neighborhood Street will allow for future connectivity to Von Karman Avenue when the Koll Center Newport develops.

2.3.1 Street Hierarchy

The proposed development will provide attractive roadways that promote both safe and convenient driving practices as well as encourage street level pedestrian activity (Figure 2-23). The two access drives off of Jamboree Road will connect via the Spine Street, which serves as the primary vehicular circulation for the site. A third Entry Drive is provided off of Birch Street on the easterly side of Uptown Newport in Phase 2. Neighborhood streets take access off the Spine Street, and provide access to individual building parcels. A Neighborhood Street on the westerly side of the property will provide an emergency vehicular connection to Von Karman Avenue through the Koll Center Newport. In addition, the central Neighborhood Street in Uptown Newport will facilitate future connectivity through the Koll Center Newport in accordance with the General Plan, including public access for pedestrians, bicycles, and vehicles.

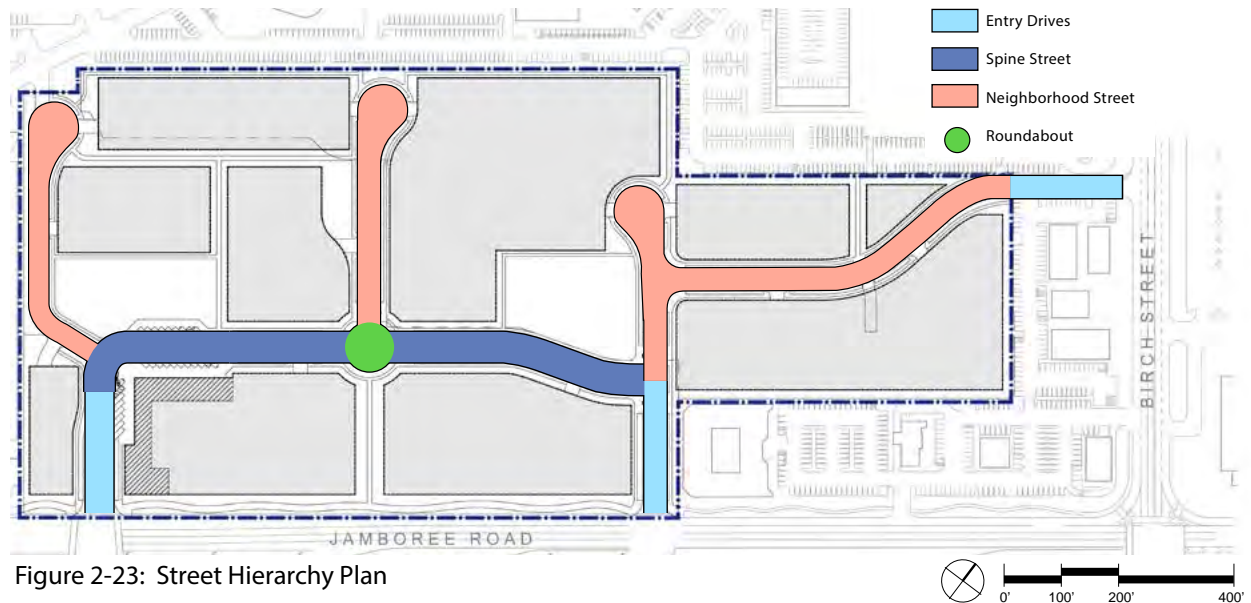


Figure 2-23: Street Hierarchy Plan

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-24: Spine Street parkway



Figure 2-25: Neighborhood Street parkway

2.3.2 Streetscapes

Streetscapes within Uptown Newport are scaled according to their function within the circulation hierarchy. The Entry Drives feature large parkways and building setbacks, as well as enhanced landscaping.

The Spine Street features enhanced parkways, sidewalk improvements and increased building setbacks creating an attractive, identifiable streetscape and expansion of the public realm (Figure 2-24). At the mixed-use node, the Spine Street features increased hardscape and the option of outdoor seating and dining areas.

The Neighborhood Streets also feature landscaped parkways with sidewalks separated from the curb (Figure 2-25). These streets will feature smaller building setbacks and parkways to create an intimate pedestrian scale streetscape from which to engage front stoops and building entries.



Figure 2-26: Mixed-use node along Spine Street

2.3.3 Traffic-Calming

The use of traffic-calming devices within Uptown Newport has been incorporated into the design of the street improvements to reduce traffic speed and encourage pedestrian activity. These traffic-calming devices include a traffic roundabout located on the Spine Street, and “chokers,” where the street width is reduced in key locations at intersections and important pedestrian crossings. Textured paving will also be used on the roadway surface to slow traffic and establish visual cues that encourage reduced travel speeds (Figures 2-27).

2.3.4 Knuckle and Cul-de-sac Conditions

The use of enhanced materials will be provided within knuckle conditions and cul-de-sacs to enhance the visual qualities of areas requiring expanded paving. These materials may include scored concrete, stamped concrete, brick or concrete pavers. Tree pockets and islands are encouraged within cul-de-sacs (subject to Fire Department approval).



Figure 2-27: Street choker at mid-block crossing

2. SITE PLANNING GUIDELINES AND STANDARDS

2.4 PARKING

Uptown Newport is anticipated to provide structured parking for residents and visitors, along with on-street parking along project roadways. Structured parking must be encapsulated or screened. Surface parking lots are not permitted within Uptown Newport.

2.4.1 On-Street Parking

Diagonal on-street parking is provided for convenient short-term parking by visitors and residents for the retail and park areas. Parallel on-street parking is also provided throughout Uptown Newport for short-term parking by visitors and residents. On-street parking may be credited toward parking requirements for adjacent commercial and residential projects. Designated spaces will be provided for the public parks during park hours of operation.

On-street parallel and diagonal parking is permitted throughout the community and encouraged in locations that are likely to attract significant visitor concentrations such as mixed use retail facilities, residential leasing offices and park amenities. On-Street parking shall be free of charge.

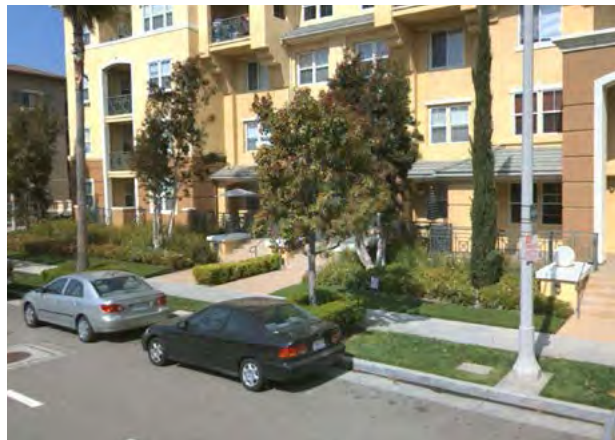


Figure 2-28: Parallel parking



Figure 2-29: Diagonal parking

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-30: Entrance to at-grade structured parking

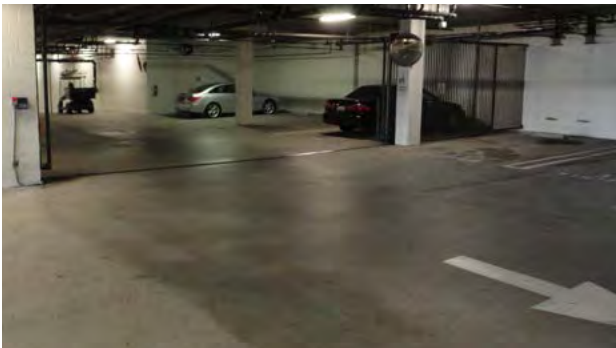


Figure 2-31: Interior of structured parking

2.4.2 Structured Parking

Structured parking is anticipated to be provided within individual building parcels and will serve residents and visitors alike. Resident parking will be provided in designated areas and can be secured with walls, gates, or fencing. Visitor parking will be provided in designated areas within the parking structure. To supplement on-street parking for retail and park uses, structured parking for retail uses and the public parks will be provided in designated areas of buildings adjacent to the retail and park uses. Pedestrian access from structured parking to the retail core shall be provided in a manner similar to Figure 2-32.

2.4.3 Parcel Access/Vehicular Access to Parking

To maintain the visual continuity of streetscapes, control traffic movements and enhance the pedestrian experience, vehicular access to residential parking should be avoided to the extent practical to buildings directly adjacent to the parks and along the Spine Street. Final locations will be determined during site plan review.

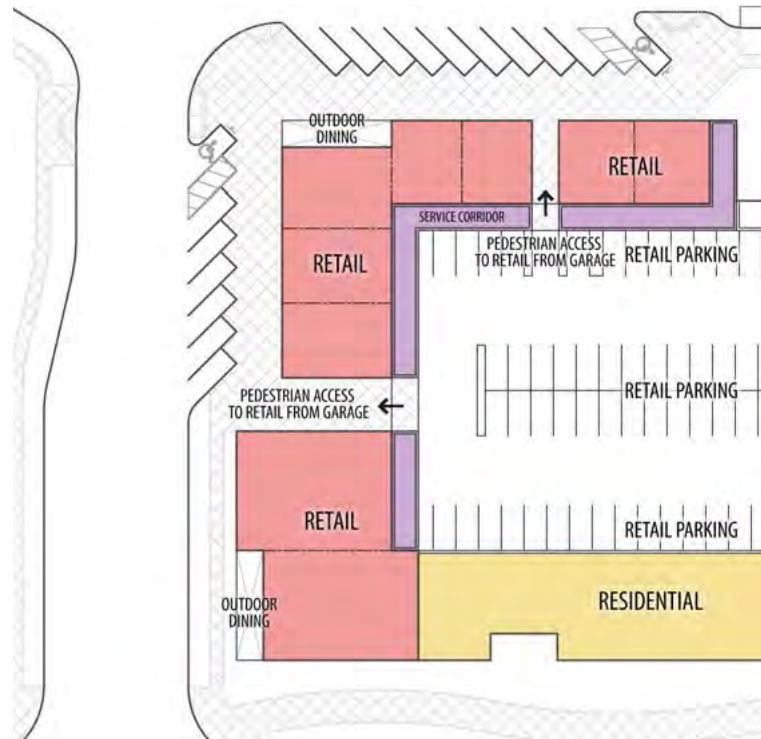


Figure 2-32: Conceptual retail parking configuration

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-33: Standpipe

2.5 FIRE/EMERGENCY ACCESS

New residential and commercial development will provide efficient circulation for service and emergency vehicles. Turf-block may be used for vehicular access in landscape areas subject to Fire Department approval. The implementation of a footpath system that provides firefighting personnel with access to standpipes with clear connections to the emergency vehicular road network will be incorporated during the site plan review process to ensure adequate access for fire and

emergency crews. This is anticipated to be allowed to extend emergency access to areas that are otherwise remote by conventional standards. Figure 2-35 provides a general depiction of master site planning measures that may be utilized in addressing fire access criteria.



Figure 2-34: Fire access pathway

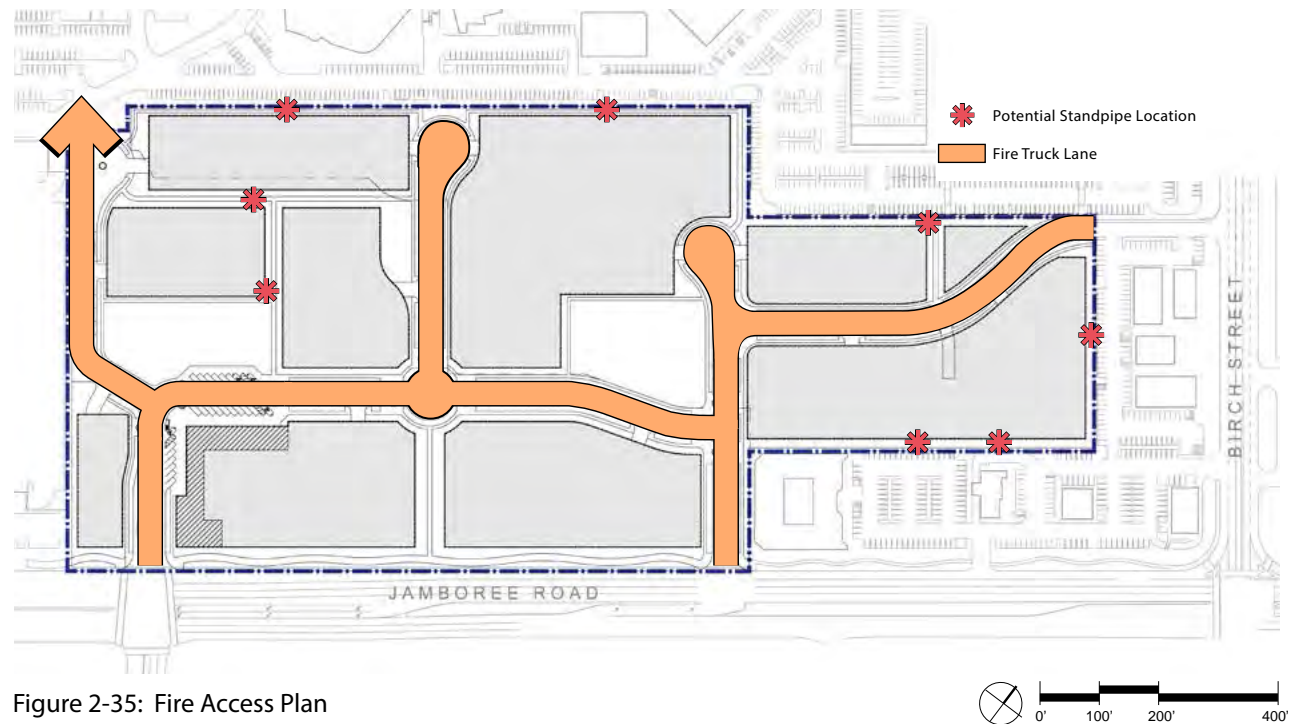


Figure 2-35: Fire Access Plan

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-36: Existing Jamboree Road sidewalk

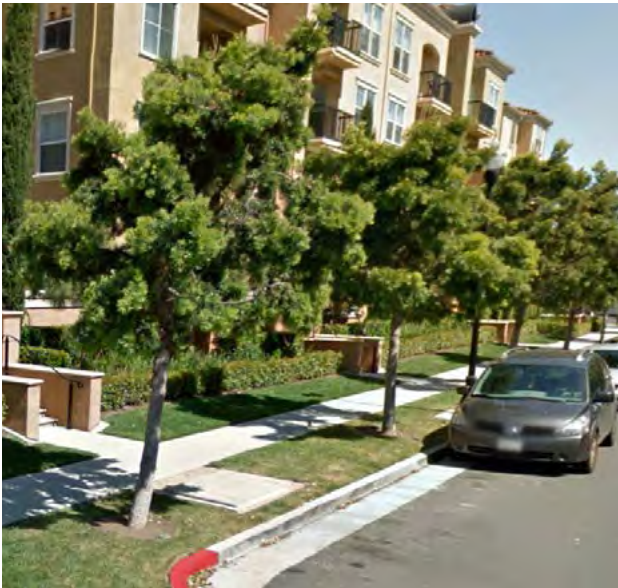


Figure 2-37: Pedestrian circulation on internal sidewalks

2.6 PEDESTRIAN AND BICYCLE CIRCULATION**2.6.1 Jamboree Road Class I Bike and Multi-Use Trail**

Uptown Newport will include a twelve-foot (12') wide Class I bike and multi-use trail adjacent to the site along Jamboree Road. The trail will implement the General Plan master trail along the project frontage, and will allow for improved access to Uptown Newport from the surrounding region.

2.6.2 Internal Sidewalks

Uptown Newport streets will feature curb-separated sidewalks for an enhanced pedestrian experience. These sidewalks will connect to the on-site network of paseos as well as the existing sidewalks and trails adjacent to the site.

2.6.3 Paseos

The Uptown Newport PC includes a network of paseos that serve as pedestrian-friendly greenbelts, providing connectivity to surrounding properties as well as providing pedestrian circulation within the village. The primary paseo runs perpendicular to Jamboree Road and connects Koll Center Newport to the Jamboree Road Class I bike/multi-use trail, and provides central

access to the neighborhood parks and mixed use node. Public gathering spaces must be provided in this paseo. A secondary paseo running parallel to Jamboree Road provides connectivity between the parcels served by the two Neighborhood Street cul-de-sacs. Additional paseo connections from the parks and neighborhoods to the Koll Center Newport are provided to enhance connectivity and welcome visitors from surrounding properties.

The paseos are designed to promote pedestrian and bicycle circulation, provide for recreational opportunities such as walking and jogging, and provide such amenities as benches, fountains, plazas and other pedestrian-oriented facilities.

2.6.4 Pedestrian Circulation within Parcels

Individual residential projects within Uptown Newport should develop a comprehensive pedestrian network that connects private plazas, defined courtyards and other open space elements through clearly defined building circulation to project streets and greenbelts. Project-wide open space elements within Uptown Newport have been clearly linked to adjacent parcels.



Figure 2-38: Public gathering space within paseo



Figure 2-39: Pedestrian connections between buildings

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-40: Resident loading zone

2.7 SERVICE AND LOADING

Loading areas for residential moving vans and retail loading vans will be provided within the Uptown Newport street system to provide convenient proximity to lobbies, secondary elevators, or other principal circulation elements within project buildings. Figure 2-41 shows potential areas where loading zones are encouraged to be located. Final locations for residential and retail loading zones will be determined during building plan review.

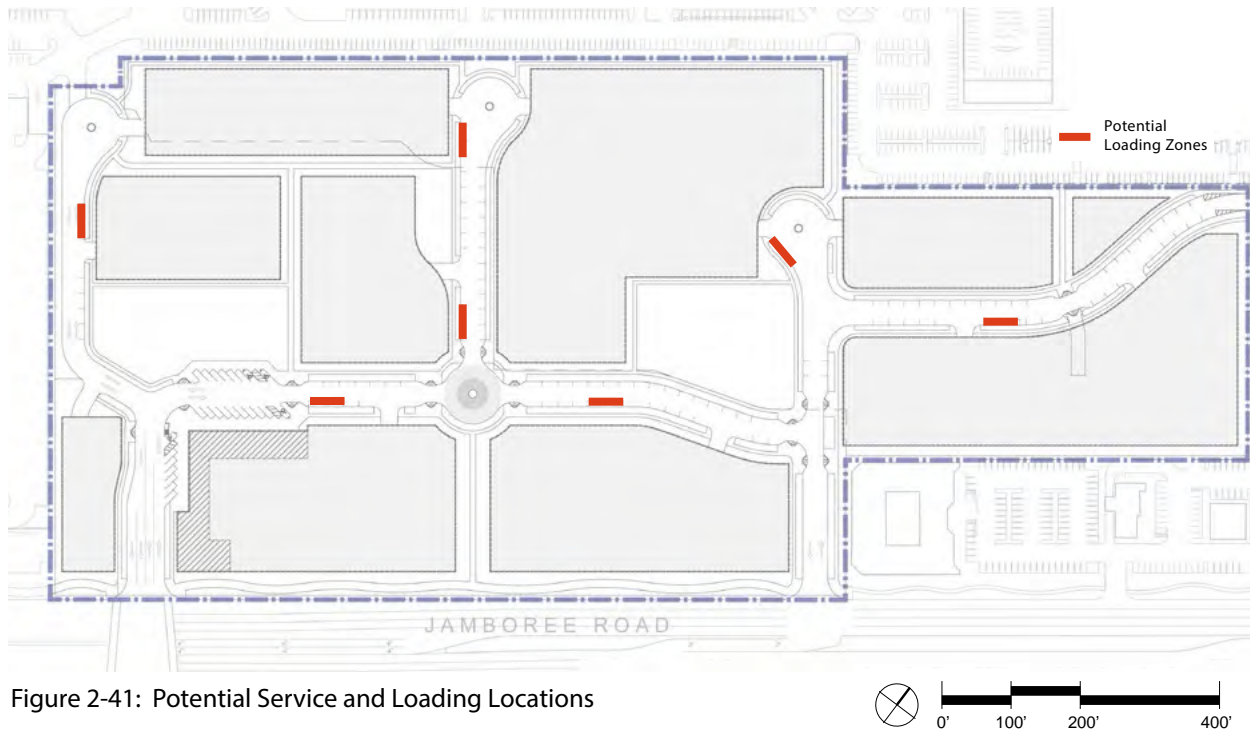
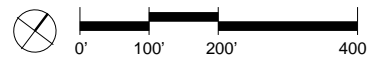


Figure 2-41: Potential Service and Loading Locations



3. ARCHITECTURAL GUIDELINES



Figure 3-1: Koll Center Newport



Figure 3-2: Conexant property



Figure 3-3: Adjacent retail on Jamboree Road

3.1 INTRODUCTION**3.1.1 Purpose**

The purpose of these Design Guidelines is to provide design direction and establish expectations for builders and developers of individual parcels within Uptown Newport. It will also provide the City of Newport Beach with guidelines from which to measure conformance when reviewing development applications for buildings proposed within Uptown Newport.

3.1.2 Architectural Context

The surrounding airport area includes a mix of commercial and light industrial uses. Varied architectural styles emerge in the surrounding properties, with many of the buildings being reflective of styles prevalent in the 1970's and 1980's time periods in which they were built. While architecturally eclectic in nature, buildings surrounding the property were predominantly designed for commercial office purposes and include high-rise glass curtain wall structures, wood-sided low rise multi-tenant facilities and "boutique" offices built for specific users.

3.1.3 Scale Context

The height of buildings found in surrounding properties varies substantially, and includes small single-story, low-rise, mid-rise and high-rise (10+ story) structures. Mid-rise and high-rise residential buildings are prevalent northerly of the site along Jamboree Road and adjacent to the site along Birch Street.

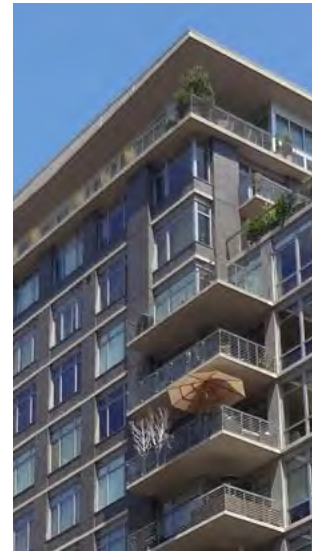
3. ARCHITECTURAL GUIDELINES



3.2 ARCHITECTURAL CHARACTER FOR UPTOWN NEWPORT

3.2.1 Theme and Character

The theme of Uptown Newport embodies a collection and blending of traditional, modern and contemporary styles to establish a dynamic urban village with diverse architecture.



3. ARCHITECTURAL GUIDELINES



Figure 3-4: Straightforward geometry and expression of floor levels



Figure 3-5: Building defining and activating the street edge

In respecting the commercial context of the project vicinity and the hierarchy and development patterns established in the master plan, buildings should evoke an urban character in form and function, reflect straightforward geometry and show an expression of floor levels and structure. As described in the following sections of this document, buildings should follow sound design principles by incorporating massing and proportion, structure, simple roof forms, fenestration, balconies, accent elements, materials and colors into a unified architectural expression. Buildings in Uptown Newport shall convey a timeless architecture.



Figure 3-6: **DISCOURAGED** - does not embody urban character

3. ARCHITECTURAL GUIDELINES



Figure 3-7: Traditional materials and details



Figure 3-8: Traditional building drawing inspiration from historical styles



Figure 3-9: Traditional facade elements



Figure 3-10: Traditional forms and details

Figure 3-11: **NOT ALLOWED** - heavily themed buildings**3.2.2 Traditional Architecture**

For the purpose of these Guidelines, traditional architecture may draw inspiration from such historic styles as Georgian, Italianate, Colonial Revival, Tuscan, Italian Renaissance and Monterey. Building design and execution should be sensitive to current construction practices and should not attempt to literally replicate historic styles. Traditional architecture need not aspire to an historic style but should exhibit clearly defined fenestration patterns and wall mass and appropriately scaled detailing. A range of materials may be used including plaster, siding and masonry. The use of heavily rustic materials is not recommended. The use of metal should be reserved for trim and ornamentation.

Ornate and heavily themed styles, such as Tudor, Victorian and Beaux Arts are not allowed.

3. ARCHITECTURAL GUIDELINES



Figure 3-12: Contemporary metal and glass exterior



Figure 3-14: Contemporary courtyard space



Figure 3-13: Large window openings with expansive corner glass elements

Figure 3-15: **NOT ALLOWED** - arbitrary roof forms**3.2.3 Modern/Contemporary Architecture**

Modern architecture may be characterized by simple form where the design is expressed by the materials and structure of the building rather than by historically-based massing, proportion and ornamentation. Walls need not be used to visually imply structural support as in historically based design. Rather, the spirit of modern design may introduce clean, bold lines where the façade appears to be hung from the structural super structure. Large window openings typify modern architecture and may include floor to ceiling glass or windows that wrap around corners. Cantilevered projections are often provided to dramatize the non-bearing nature of the walls.

Metal, glass and smooth-finished wall materials may be used for exterior treatments. Masonry elements should be applied in geometric patterns.

While contemporary styles often radically break from traditional form and composition and include bold juxtapositions of massing and material, the incorporation of such architecture within Uptown Newport must execute design restraint and maintain a degree of regimentation and discipline to offer a more timeless expression. Forms and elements that are arbitrary and unrelated to the balance of a building's architectural composition are strongly discouraged.

Figure 3-16: **NOT ALLOWED** - arbitrary facade forms

3. ARCHITECTURAL GUIDELINES



Figure 3-17: Orthogonal building reinforcing street grid

3.3 URBAN DESIGN GUIDELINES**3.3.1 Building Orientation**

Residential buildings should generally be organized parallel and perpendicular to adjoining project streets to support the traditional urban design character proposed for Uptown Newport. This orthogonal orientation will help facilitate the connectivity of the public street and park realm to pedestrian-friendly courtyards, paseos and other such intimately-scaled spaces within the individual development parcels.

Where buildings front onto parks and greenbelts, an orthogonal orientation is also recommended to reinforce a traditional geometry, define edges and help “contain” the urban open space. In areas between parcels and where physical separation occurs, buildings should be sited and shaped such that the spaces created between buildings provide opportunities for pedestrian plazas, courtyards and ordered landscape elements.



Figure 3-18: Orthogonal courtyard relationship



Figure 3-19: Strong street presence

3.3.2 Relationships of Buildings to Streets

In keeping with the vision of creating an urban village, buildings in Uptown Newport should be designed with a strong street presence. Principal facades should predominantly conform to minimum street setbacks. Except where mandated massing breaks are implemented, deviation from the minimum setback for principal facades should generally be limited to no more than 4-6 feet such that continuity in the urban character of the village is maintained.



Figure 3-20: Building defining park edge

3. ARCHITECTURAL GUIDELINES



Figure 3-21: Variation in massing through a variety of materials and articulated elements

3.3.3 “Block” Massing

Building facades facing internal streets and project perimeters visible to the greater community should incorporate a variety of materials, design treatments and articulation of elevations to promote interest and provide a varied architectural expression. To avoid continuous uninterrupted building planes, horizontal modulation in facade setbacks should be provided such that the resulting break in massing introduces the play of shade and shadow to the exterior elevations. In such conditions, changes to colors, materials and architectural character should be implemented in a deliberate manner that corresponds to massing breaks. Facades should generally offer architectural variation in increments of 100-125 horizontal feet or less. Compositions of simple forms is encouraged.



Figure 3-22: Massing break incorporating horizontal and vertical elements



Figure 3-23: Horizontal massing break



Figure 3-24: Variation in building height through a reduction in the number of floors

3. ARCHITECTURAL GUIDELINES

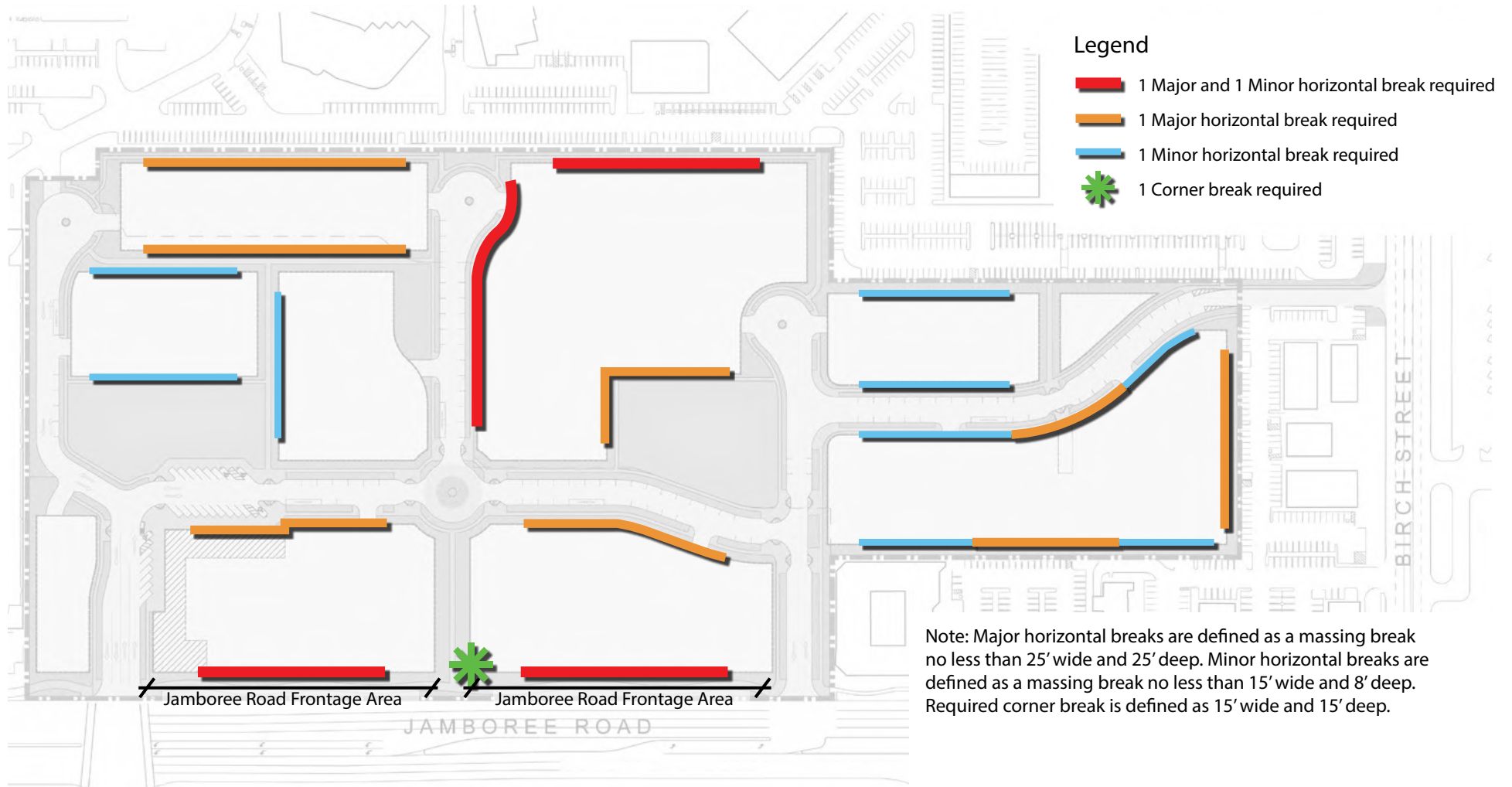


Figure 3-25: Horizontal massing breaks

3. ARCHITECTURAL GUIDELINES

Jamboree Frontage

Larger massing elements are appropriate on Jamboree Road frontage in response to surrounding development context, expansive width of the street and the perception of associated vehicular travel speed. In order to break the primary frontage into two sub-blocks, a 50'-wide mid-block greenbelt has been provided.

Variation in building height is mandatory within the Jamboree Road frontage. At a minimum, two of the following elements must be used in each "Jamboree Road Frontage Area" designated on Figure 3-25:

- Tower element (appearing at least one story taller than surrounding massing);
- Increased ceiling height on selected upper floor residential units;
- Mezzanines in selected upper floor residential units; and
- Increase or reduction in the number of floors in selected areas.
- Increased parapet height on upper units



Figure 3-26: Horizontal massing break



Figure 3-27: Variation in building height through a reduction in the number of floors



Figure 3-28: Horizontal massing break and tower element



Figure 3-29: Introduction of massing proportions to scale of roadway



Figure 3-30: **DISCOURAGED** - overly repetitive forms and accent elements

3. ARCHITECTURAL GUIDELINES



Figure 3-31: Drop-off for high-rise building partially concealed by low-rise element

3.3.4 High-Rise Building Massing and Siting

High-rise buildings are strongly encouraged to incorporate low-rise elements that provide for a step-back to the tower element in order to create a more human scale at the public realm. Should step-back conditions not be provided, increased building setbacks are required. Towers should be offset from each other to enhance view opportunities from all four sides of the building. If towers do face each other, adequate separation (minimum 75 feet) should be provided.

The design of roof decks and outdoor recreational amenities should be incorporated into the overall architectural composition of high-rise buildings.

When high-rise buildings engage the street-level, elements such as enhanced exterior finishes and materials, canopies, lobbies and awnings shall be incorporated to reinforce the pedestrian-scale environment for Uptown Newport.

Designated passenger drop-off areas at street level may be provided in front of the main pedestrian entrance of high rise buildings and may include canopies or other such coverings for weather protection, building identification, or for additional way-finding.

Drop-off entrances for high-rise buildings separated from the street network may also be provided. Paving, landscape materials and other such elements of the drop-off area shall complement the urban design of the adjoining street.



Figure 3-32: Low-rise massing providing a step-back to high-rise element



Figure 3-33: Low-rise massing and increased building setback for high-rise



Figure 3-34: Offset high-rise buildings to provide views on all four sides of each building

3. ARCHITECTURAL GUIDELINES



Figure 3-35: Reduction in building height as focal point



Figure 3-36: Step-back as focal point

3.3.5 Community Focal Points

Key locations within the project have been specifically identified for the implementation of special architectural features. These features are to be located at the entries to Uptown Newport, at portions of buildings that become focal points based on the juxtaposition and patterns of project roadways, and in key building frontages adjacent to park space and other locations that are visually prominent within the community (see Figure 3-39). These features may include the introduction of tower elements, enhanced fenestration or materials, reductions in building height and building step-backs by upper floors.



Figure 3-37: Tower as focal point

In addition to the focal point locations, tower elements are encouraged to be introduced to serve as architectural features to enhance the overall design and massing composition of project buildings. Towers may be used to incorporate roof stairway access and elevator over-rides, may be integrated into the functional design of residential units, or may be for the sole purpose of architectural interest. Towers should appear to be complete in form and detail from all vantage points.



Figure 3-38: Enhanced fenestration as focal point

3. ARCHITECTURAL GUIDELINES



Figure 3-39 Community Focal Points

3. ARCHITECTURAL GUIDELINES



Figure 3-40: Building lobby as street activator



Figure 3-41: Shading device incorporated into street-front uses

3.3.6 Street Activators

Building lobbies, common spaces, front entry stoops and raised private patios shall be provided within Uptown Newport to engage internal project streets and enhance the pedestrian interface. Although these elements will be provided throughout Uptown Newport, special emphasis will be given to activating the street level of buildings facing the Spine Street (see Figure 2-19). As described on the following pages of this document, these elements will be designed to provide a human scale to the community. Shading and weather protection devices may be incorporated into these street-front elements.



Figure 3-42: Retail as a street activator

Resident Serving Facilities

Private resident serving uses such as clubhouses, fitness centers, business centers and mail rooms are encouraged to be located at the street frontage. If compatible with the architecture of the building, the uses should embody a retail storefront-like aesthetic.



Figure 3-43: Private resident serving facility



Figure 3-44: Private resident serving facility

3. ARCHITECTURAL GUIDELINES

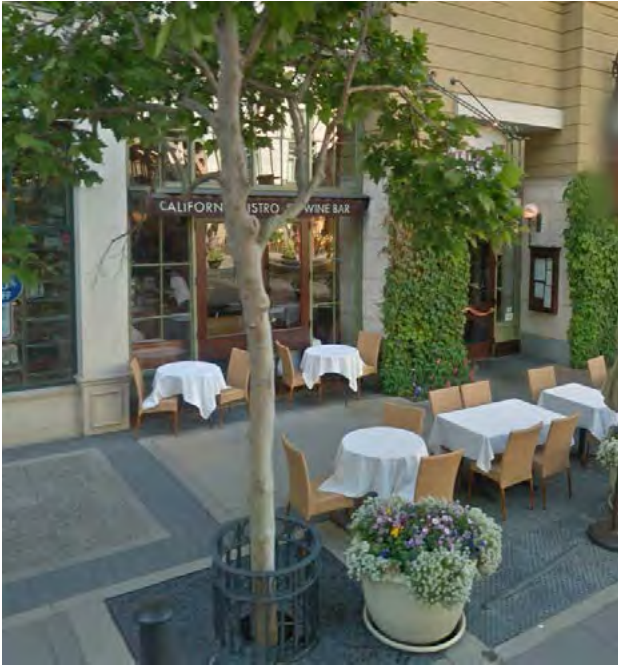


Figure 3-45: Restaurant use with outdoor dining



Figure 3-47: Outdoor displays for retail may be used to activate the street



Figure 3-46: Store-front window with solid base



Figure 3-48: Variation in store-fronts is encouraged

Retail

A minimum of twelve feet (12'-0") in floor-to-floor height for the retail uses should be provided. Ground floor retail spaces should be articulated with an emphasis on storefront glass. Storefront glazing is encouraged to provide a minimum of ten feet (10'-0") in height from the adjacent sidewalk. While storefront windows may extend to the ground, they should feature a solid base finished with high-quality materials.

To promote accessibility, ground floor retail and street-fronting resident serving facilities should have a floor elevation that approximates the surface elevation of the adjoining public sidewalk. Outdoor seating and dining areas are encouraged on sidewalks adjacent to retail uses.

Figure 3-49: **NOT ALLOWED** - Low floor-to-floor height at first floor

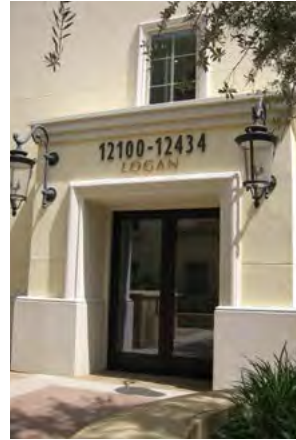
3. ARCHITECTURAL GUIDELINES



Figure 3-50: Two-story lobbies are encouraged



Figure 3-52: Lobbies to mark buildings and promote way-finding

**Lobbies**

Condominium and apartment buildings shall feature street-facing central lobbies. Lobby entrances shall be articulated and distinguished through materials, details and textures from other areas of the facade. Entry canopies of high quality material and design are encouraged and may project into the building setback up to five feet (5'-0").



Figure 3-51: Enhanced materials and canopy



Figure 3-53: Recessed lobby entrance

Figure 3-54: **DISCOURAGED** - understated lobby is not distinguished from building facade

3. ARCHITECTURAL GUIDELINES



Figure 3-55: Enhanced door and window materials



Figure 3-57: Architectural detail incorporated into stoops and first floor patio



Figure 3-56: Stoops integrated into the base of the building



Figure 3-58: First floor patio designed to provide privacy



Figure 3-59: First floor patio as a street activator

Stoops

Stoops for private residences should be provided throughout Uptown Newport. Stoops are not permitted for uses fronting onto Jamboree Road. Openings to residences should be comprised of enhanced materials and trim.

First Floor Patios

To further enhance street activity within Uptown Newport, first floor patios for private residences are permitted throughout Uptown Newport. First floor patios should be raised above the sidewalk level. Rails should be designed to provide privacy to the patio.

3. ARCHITECTURAL GUIDELINES



Figure 3-60: Building elevated above street level



Figure 3-61: Building elevated above street level

3.3.7 Ground Floor Relationships to Streets and Perimeter Conditions

In order to provide privacy for street level residential uses, finished floors should generally be located approximately two feet (2'-0") above the adjacent street elevation. Retail storefronts and other semi-public street level improvements are encouraged to be generally flush with the adjacent sidewalk or shall incorporate terraces to accommodate a positive relationship to the public realm.

Figure 3-62: **DISCOURAGED** - residences below the level of the adjoining sidewalk

3. ARCHITECTURAL GUIDELINES



Figure 3-63: Buffer irrigation equipment with plant material



Figure 3-64: Utility infrastructure placed in below-grade vaults

3.3.8 Screening Elements

To the extent practical, above-grade utility vaults and such infrastructure equipment as backflow preventers at domestic water meters, irrigation controllers, and cable television pedestals should be screened from public right-of-way views with dense landscaping and/or walls of materials and finishes compatible with adjacent buildings. Above grade utilities should be visually buffered with low walls or plant material.

Chain link fencing is not allowed, except temporary fencing to screen construction areas. Service door and mechanical screen colors should be the same as, or compatible to, the adjacent wall colors.

3. ARCHITECTURAL GUIDELINES



Figure 3-65: Accessibility ramp screened by landscaping



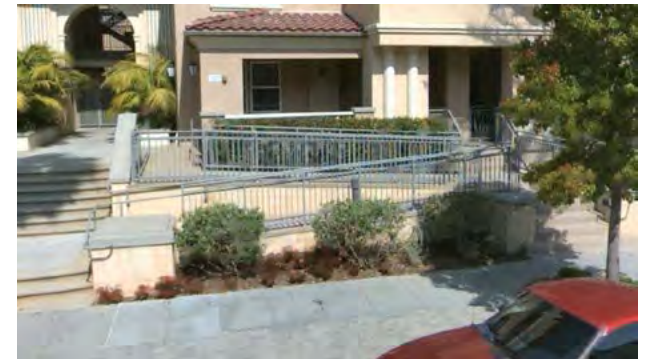
Figure 3-67: Double-sided half-stop elevators may be utilized instead of ramps



Figure 3-66: Accessibility ramp integrated into building design



Figure 3-68: Accessibility ramp screened by landscaping

Figure 3-69: **NOT ALLOWED** - ramp not adequately screened or integrated into architectural design**3.3.9 Accessibility Ramps**

Accessibility ramps and lifts should be discretely integrated into the composition of the building exterior and entry design. Exposed utilitarian open metal railings should be avoided unless integrated into the overall aesthetic of the architecture. If significant grade changes must be negotiated, ADA accessibility requirements are encouraged to be satisfied through placement of building elevators in perimeter entry locations.

3. ARCHITECTURAL GUIDELINES

3.4 BUILDING DESIGN**3.4.1 Massing and Building Form Articulation**

Massing should offer simple contrasts between adjoining components. All four sides of each building should be designed with elevations that are well integrated with the overall building composition.



Figure 3-70: Top element



Figure 3-71: Example of composition of base, middle, and top elements

Architectural interest should be incorporated into the facades of all buildings in Uptown Newport. This may be achieved through articulated base treatments which respond to the pedestrian scale, horizontal or vertical variation in fenestration treatments, horizontal or vertical layering of façade planes, forms and materials, or by incorporating elements such as canopies, columns and recesses to create depth and interest to different parts of the facade,

Though not mandated, the incorporation of a legible base, middle and top should be considered for the design of buildings within Uptown Newport. In this approach, base, middle and top portions may be visually defined by plane breaks, step-backs, horizontal banding, cornices or belt moulding.

The base should be differentiated through material, color, or rustication. Darker tones relative to other building field colors are generally encouraged within the building base with the application of lighter colors above. Exposed basement conditions shall incorporate architecture consistent with the base treatments. The design of first floor entry stoops and private patios shall also utilize a similar or complementary design vocabulary as the building base.

Top element distinguished by cornice lines and lighter color

Middle element forms a consistent body through window patterning

Base element differentiated through darker color and rustication

In general, the middle portion should form a consistent body to the building with simplified window and material patterning, consistent field color and restrained visual movement. If horizontal massing elements are not provided, the middle portion should be distinguished from the base and top by a clearly defined moulding or cornice line.

The top portion of the building may be distinguished by cornices at the roof line, articulated eaves and soffits or by visual accentuation through enhanced window heights, transoms and extended parapets. The top portion of the building should appear to be the lightest in color tone, material and form.

Building forms and massing should be articulated based on the scale and length of the façade and should be composed as deliberate architectural solutions. Buildings should not be articulated as an aggregation of "stacks" of individual residences.



Figure 3-72: Simple massing elements and variation in vertical and horizontal planes

3. ARCHITECTURAL GUIDELINES



Figure 3-74: Deliberate forms incorporated into corner

3.4.2 Corner Conditions

To create a successful urban design framework for blocks within Uptown Newport, corners of buildings should consist of deliberate forms and exterior elevation articulation. The front and side elevations of buildings on corner lots should be designed to “turn the corner.” The design of street corners of buildings on prominent parcels should incorporate such elements as unique towers, bays, wrapped balconies and ground floor treatments that are distinguishable from secondary building corners.

Residential units in corner conditions should include windows and allow for architectural features that orient to both adjacencies. Building entries may be integrated into the first floor corner conditions and are encouraged at street intersections and round-about locations. The location of stair towers, utility chases, and other non-occupied areas at building corners is discouraged.



Figure 3-73: Prominent corner



Figure 3-75: Balcony placed in corner condition and engaged in building mass

Figure 3-76: **NOT ALLOWED** - corner condition with windows orienting in only one direction

3. ARCHITECTURAL GUIDELINES

3.4.3 Roofs

Roof forms should be integrated into the overall massing composition of each major building component and be complete or appear complete. Flat roofs and pitched roofs are permitted within Uptown Newport.

Flat roofs should incorporate variation in parapet heights to promote visual interest. Cornices, shading devices and other such horizontal projections may be utilized to create additional visual definition to the profile of flat roofs.

Where roofs are sloped, they should generally maintain a relatively shallow pitch (5:12 pitch or less). Pitched roofs on high-rise buildings are not encouraged, but, if incorporated into the design, may deploy steeper pitches to enhance visibility.

Where a combination of flat and pitched roof forms are incorporated into individual buildings, transitions between the roof forms should be associated with horizontal breaks in massing.

In accordance with NBMC, roofs should generally appear free of utility and communication devices when viewed from the public realm. Screening shall be consistent with the overall architectural design.



Figure 3-77: Flat roof with variation in parapet height



Figure 3-79: Pitched roofs



Figure 3-81: **DISCOURAGED** - arbitrary roof form



Figure 3-78: Flat roof with horizontal projection

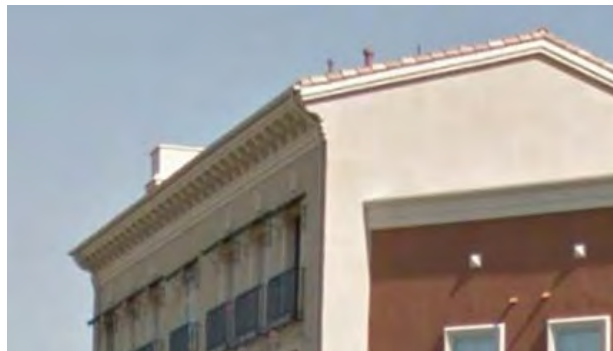


Figure 3-80: Combination of flat and pitched roofs



Figure 3-82: **NOT ALLOWED** - non-integrated roof element

3. ARCHITECTURAL GUIDELINES



Figure 3-83: Window detailing



Figure 3-84: Vertical alignment of fenestration between floors

3.4.4 Fenestration

Composition

Fenestration between floors should be vertically aligned whenever possible. If opening widths are not vertically consistent between floors, the wider of the openings should be incorporated into the lower levels. Fenestration and modulation in a high-rise building should be designed to emphasize verticality.



Figure 3-85: Recessed window with header and sill



Figure 3-86: Window detailing

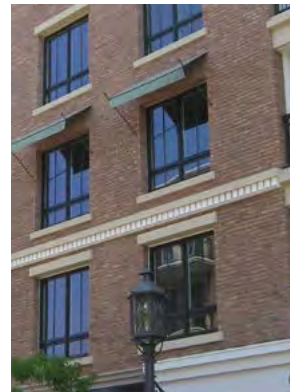


Figure 3-87: Recessed windows with headers and sills

Detail

Windows should generally be recessed from the exterior wall surface to depict the substance of the exterior wall mass and introduce shade and shadow. Window surrounds may be utilized to create the appearance of a recessed condition.

Windows that are flush with exterior wall surfaces may only be used if consistent with a building's overall architectural vocabulary. Such windows must incorporate reveals or other such detailing to demonstrate quality design.

Clear glazing is preferred and should be specified to reduce glare and reflectivity.

Windows with articulated frames are encouraged. Examples of articulated frames include enhanced trims, awnings, and cornice detailing. Window headers and sills should be of the same color.

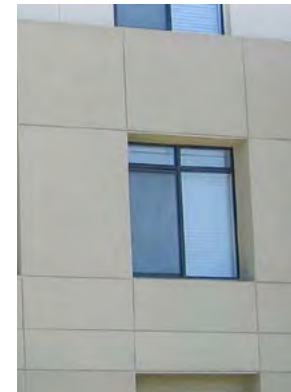
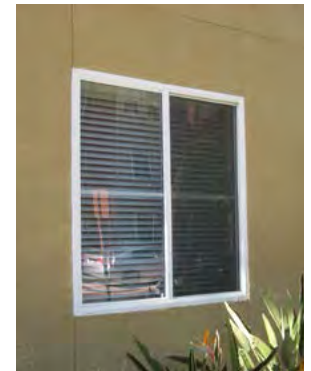


Figure 3-88: Simple recessed window in contemporary facade

Figure 3-89: **NOT ALLOWED**
- Flush windows without trim or adequate detailing

3. ARCHITECTURAL GUIDELINES



Figure 3-90: Balcony wrapping building corner



Figure 3-92: Balcony wrapping building corner

3.4.5 Balconies

Balconies shall be integrated into the architecture of the building. Balconies may be designed to collectively create features within the overall composition and should be complementary to the massing, architecture and material palette of the building. Balconies may be utilized to wrap corner conditions to create visual interest to the building's architecture.

In order to maintain an urban architectural expression within Uptown Newport, balconies facing internal roadways are encouraged to be mostly recessed into the building volume. Projecting balconies, if located on internal streets, should not dominate the façade.



Figure 3-91: Recessed balconies integrated into building architecture



Figure 3-93: Balconies may be fully recessed

Figure 3-94: **DISCOURAGED** - balconies dominating the facade of the building

3. ARCHITECTURAL GUIDELINES



Figure 3-95: Rail detail on Juliet balcony



Figure 3-97: Transparent sound barrier on balcony to reduce noise impacts



Figure 3-98: Rail detail on contemporary building



Figure 3-96: Rail detail on traditional building



Figure 3-99: Rail detail on contemporary building

Balcony railings should be well detailed and balance transparency with privacy. Solid balcony walls are discouraged. Highly ornamental railing details are also discouraged.

The use of Juliet balconies as an architectural element is encouraged as a means of enhancing fenestration patterns and providing additional texture and detail to the façade.

To reduce noise impacts in certain areas of the site, balconies may contain Plexiglas or other such transparent sound barriers. The barriers may be mounted on hinges to allow residents to open or close them.

Figure 3-100: **DISCOURAGED** - solid balconies

3. ARCHITECTURAL GUIDELINES

3.4.6 Horizontal Design Treatments

Cornice lines, belt moldings, friezes or other kinds of horizontal design treatments should wrap the corners of the building and terminate only at a perpendicular surface. In order to provide contrast to the balance of the façade, horizontal design elements should incorporate thickness and depth or include substantial reveals.



Figure 3-101: Cornice lines wrapping building corners and terminating on a perpendicular surface



Figure 3-102: Horizontal banding with sufficient thickness and depth

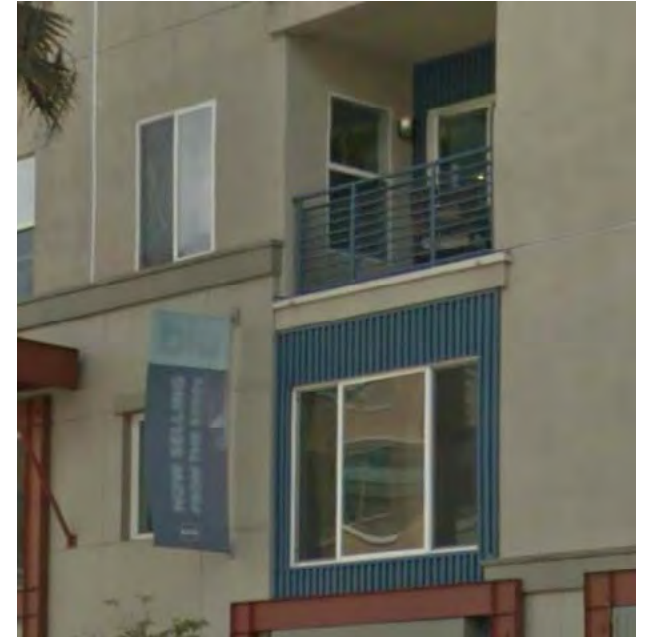


Figure 3-103: **NOT ALLOWED** - horizontal banding that does not integrate into the overall building facade

3. ARCHITECTURAL GUIDELINES



Figure 3-104: Masonry



Figure 3-106: Enhanced plaster wall and high density foam molding

3.4.7 Building Materials

Colors, materials, and finishes should be coordinated on all exterior elevations to achieve continuity of design. Stone, metal, exterior plaster, exterior insulated finishing systems (EIFS), brick, concrete, wood, metal, and glass are acceptable materials for building walls. Metal, wood, and glass are acceptable materials for railings. High density foam is an acceptable material for molding. Stripes and patterns are not appropriate, although retail storefronts may reflect the design theme of the merchant. Use of highly reflective building materials, such as polished metals and reflective glass, is not allowed as a primary building material, but may be considered in limited applications as accent elements. Tile, metal, and "green roof" systems are acceptable materials for roofs.



Figure 3-105: Metal panels

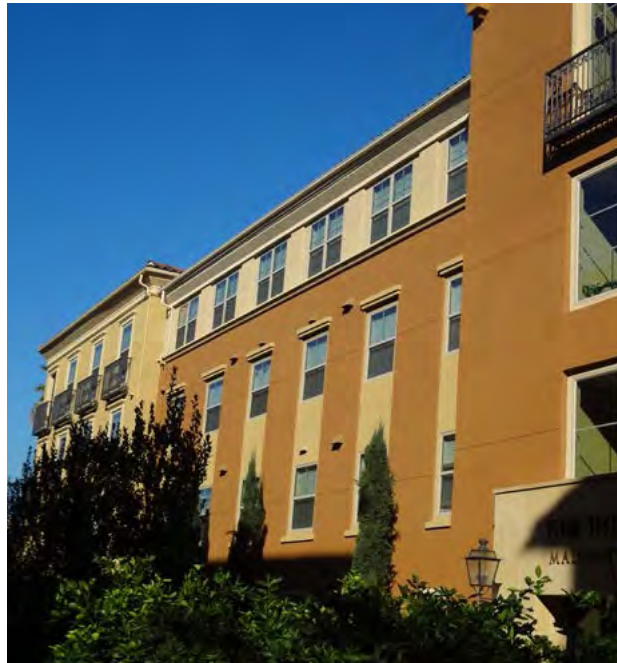


Figure 3-107: Plaster

Figure 3-108: **DISCOURAGED** - overly rustic materials

3. ARCHITECTURAL GUIDELINES



Figure 3-109: Change in materials occurring at plane breaks

Material changes should occur at plane breaks, preferably at inside corners or at step-backs and should be visually integral to the structure. The change of materials within a continuous horizontal plane is discouraged.



Figure 3-110 **NOT ALLOWED** - change in materials occurring on the same facade plane

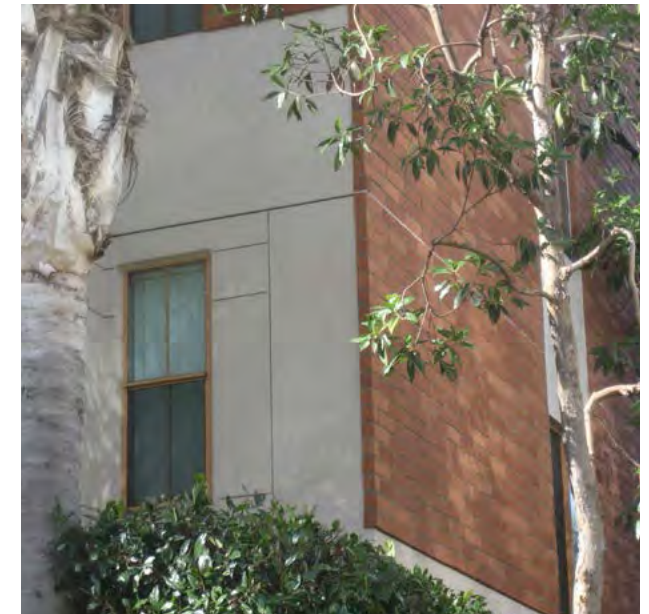


Figure 3-111: **NOT ALLOWED** - materials terminating on building corners

3. ARCHITECTURAL GUIDELINES



Figure 3-112: Color applied to emphasize base element



Figure 3-113: Colors rich in tone



Figure 3-114: Colors consistent with building massing elements

3.4.8 Colors

The palette of building colors should generally be warm and rich in tone, but be appropriate to the style of the building. Accent colors should be used purposefully to express entries, bases or special areas and should not be highly contrasting, arbitrary or graphic.

Color should be consistent within building massing elements. Changes in color should be applied to clearly define horizontal building planes and should not be applied at outside corners. The change of color within a vertical façade should occur in conjunction with cornices or other such physical horizontal elements. The changing of color in an uninterrupted horizontal plane is not allowed.

Roof flashing, rain gutters, drains, vents, and scuppers should harmonize in color with the building's architecture.

Figure 3-115: **DISCOURAGED** - excessive use of color variation

3. ARCHITECTURAL GUIDELINES

3.4.9 Exterior Building Lighting

The incorporation of exterior architectural lighting is encouraged to emphasize and highlight key building features, forms and details. The buildings may include accent lighting, up-lighting and grazing or washing techniques to emphasize vertical surfaces. Excessive lighting and glare should be avoided. Landscape lighting within the adjacent streetscapes or open space areas should be coordinated with the design of exterior building lighting.



Figure 3-116: Lighting used to emphasize focal point



Figure 3-117: Lighting emphasizing building features

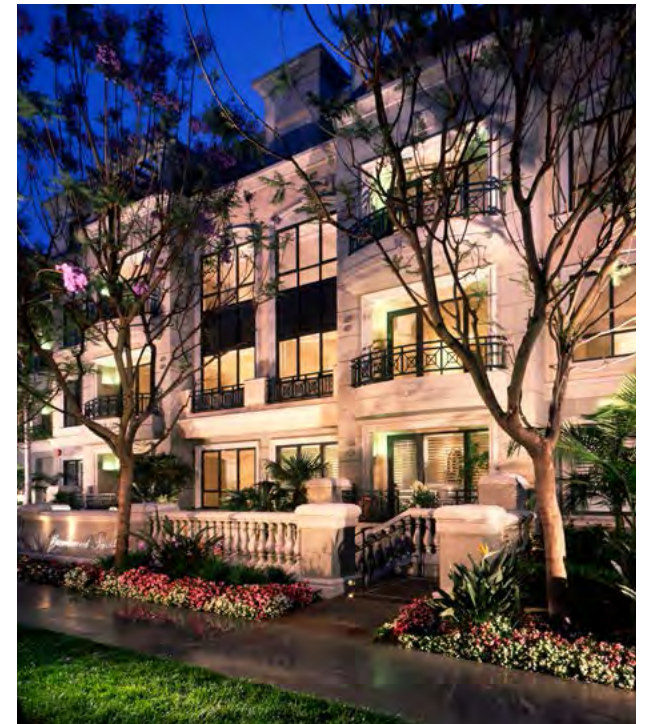


Figure 3-118: Lighting wash highlighting vertical surfaces

3. ARCHITECTURAL GUIDELINES

3.4.10 Architectural Enhancements

In addition to massing features, several locations within blocks and building parcels that are visually prominent to the community have been designated to include enhanced facade treatments (see Figure 3-119).

While quality design execution must be provided throughout Uptown Newport, these locations require such upgrades to finishes and materials as:

- Expanded masonry
- Metal panels or siding
- Rusticated base elements
- Enhanced window systems
- Enhanced door specifications.

Particular attention and enhancement shall be placed on the exterior elevations of the first floor (street level) and base of the buildings in these locations to enhance the pedestrian/public realm experience. Balcony rails, canopies, and other building elements may require additional ornamentation or execution of trim and detail appropriate to the building's architectural vocabulary.

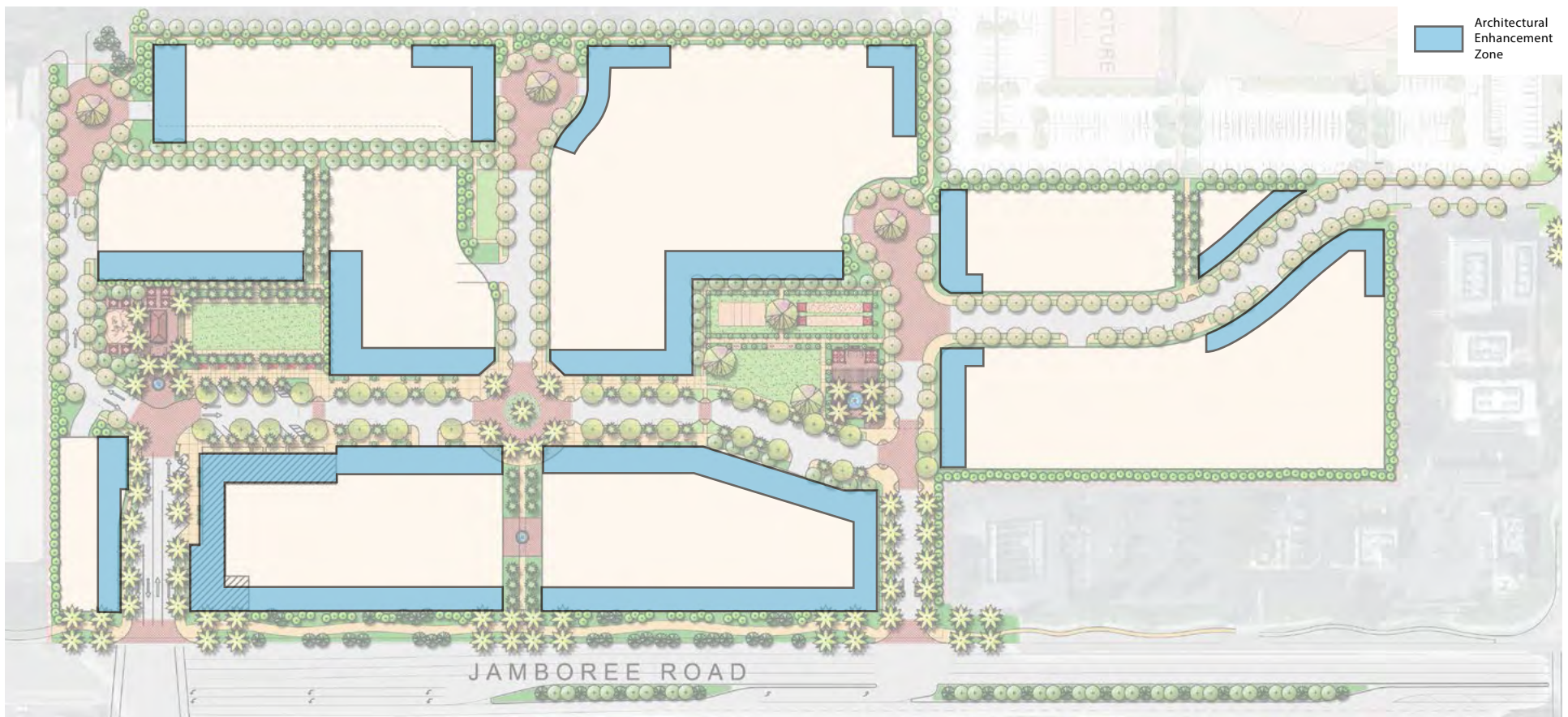


Figure 3-119: Architectural Enhancement Areas

3. ARCHITECTURAL GUIDELINES



Figure 3-120: Partially exposed subterranean garage with integrated architectural elements screened by landscaping

3.4.11 Structured Parking

Structured parking shall be located in basements or, if constructed above-grade, be encapsulated by habitable space, landscaping, or garden walls. Any exposed edge of subterranean parking shall be integrated into the architecture of the building and treated with consistent or complementary materials (Figure 3-120). Other than landscaping that is consistent with adjoining building areas, screening is not required for exposed basement conditions where the height of the first level of habitable space above adjoining finish grade is less than or equal to three feet.

The interior of parking structures should be designed to promote safe vehicular and pedestrian access. Ceilings should be painted white or such light colors to brighten the ambiance of enclosed parking facilities. Convenient, well marked and attractive pedestrian access should be provided within parking facilities and connect to elevator cores and parking-level building lobbies.

Vehicular Access to Parking

Garage access should be incorporated into the overall patterning of fenestration, construction bays and other components of the exterior elevation. Broad spanning openings between bays should be avoided. For subterranean parking facilities, ramps are encouraged to be located within the building perimeter and be integrated into the overall design character of the buildings they serve.

Garage Ventilation

Openings for ventilation or day-lighting of subterranean parking structures will be incorporated into design of the exterior of the building. If detached from the building façade, openings for ventilation should generally be screened from view from public streets and sidewalks, and from adjacent buildings.



Figure 3-121: Structured parking entrance aligned with the massing of the building



Figure 3-122: Simple garage opening in contemporary building



Figure 3-123: **NOT ALLOWED** - garage entrance not integrated into building design

4. SITE DEVELOPMENT AND INFRASTRUCTURE**4.1 GRADING AND EARTHWORK**

Grading of the project shall be designed in a manner consistent with the applicable grading standards and ordinances of the City of Newport Beach. The grading shall be designed with a goal of minimizing the earthwork import and export to and from the site. The grading design and earthwork specifications shall incorporate the recommendations of a licensed geotechnical engineer and a licensed geologist.

The design of the grading shall anticipate the possibility of subterranean parking levels beneath the proposed buildings. Some of the material excavated to establish the subterranean pad envelopes can be used as fill to bring site grades up to elevations that would be several feet above existing grades. The grading should be designed such that the first floor elevations of the residential buildings are two to four feet above the surrounding site grades. Excess cut material should be exported from the site to locations and by routes approved by the appropriate governing agencies. The volume of export will depend on the extent of the subterranean parking. In addition, site and street grades shall be designed to accommodate pedestrian and vehicular connections to the adjoining Koll-Center Newport property.

It will be necessary to blend the limits of grading in the first phase with the TowerJazz Semiconductor facility. It will be necessary to construct interim retaining walls and slopes along the edge of the first phase grading. In the second phase of development, these interim walls and slopes could be removed.

4.2 SEWER

The design of the on-site sanitary sewer facilities shall be consistent with the applicable standards of the City of Newport Beach. In general, the sewer system shall be designed to take advantage of existing City and Orange County Sanitation District (OCSD) facilities that currently serve the site.

Where possible, the proposed on-site sewer system will be located within the site roadway system. Manholes and cleanouts will be provided at recommended intervals to facilitate access to the system for cleaning and maintenance. The system should be designed to flow by gravity. The need for pumps is not anticipated, nor should it be encouraged.

4. SITE DEVELOPMENT AND INFRASTRUCTURE**4.3 WATER**

Domestic water system improvements shall be designed in accordance with the standards and specifications of the Irvine Ranch Water District (IRWD).

The locations of fire hydrants, fire department connections, and other elements of the fire protection water system must be approved by the Newport Beach Fire Department. Backflow preventers and other above ground water system appurtenances should be placed in unobtrusive locations that are screened with landscaping to the extent practicable.

Currently, IRWD does not have recycled water facilities in the streets adjoining the project site. Should IRWD determine that its recycled water system will be expanded to serve the project, then it will be necessary to provide a network of recycled water pipelines and meters for project landscaping irrigation.

Irrigation and sprinkler head piping shall be “purple pipe” so that if recycled becomes available, Uptown Newport will be able to connect.

4.4 STORM DRAINAGE

Runoff from the site is currently conveyed by underground storm drains to the existing drainage ponds along Von Karman Avenue to the northwest of the property. The ponds connect to the City of Newport Beach storm drain system which, in turn, discharges to the Back Bay/San Joaquin Creek near Jamboree Road.

Drainage design for Uptown Newport shall be in accordance with appropriate City of Newport Beach requirements and permits. This will include approval and implementation of a Water Quality Management Plan that will incorporate Low Impact Development principles.

In general, the proposed storm drain system is expected to consist of a system of underground pipes that will convey storm water runoff (including that which has been properly treated for water quality) to the existing downstream off-site system using several points of connection along the northwest side of the side of the site.

4. SITE DEVELOPMENT AND INFRASTRUCTURE



Figure 4-1: Infiltration planter



Figure 4-2: Vegetative Filter Strips with Infiltration

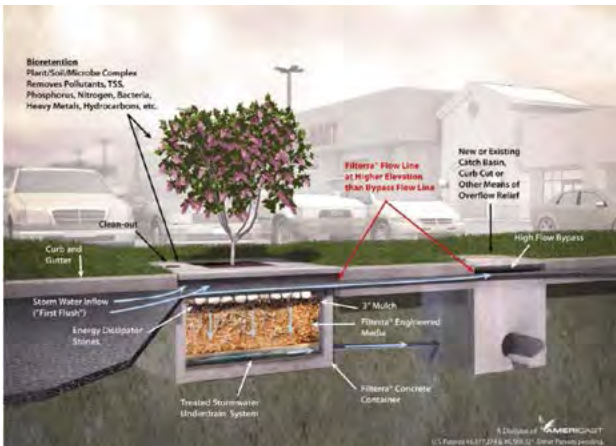


Figure 4-3: Bioretention catch basins

4.5 WATER QUALITY

The proposed project shall be designed to comply with the requirements of the appropriate permits pursuant to the National Pollution Discharge Elimination System (NPDES). A Water Quality Management Plan (WQMP) will be prepared. The purpose of the WQMP is to minimize the effects of urbanization on site stormwater runoff quality and quantity by implementing Low Impact Development (LID) Best Management Practices (BMP's).

For each construction phase of the project, a Storm Water Pollution Prevention Plan (SWPPP) will be required. This plan will specify the Best Management Practices (BMP's) to be deployed during construction of the project to protect the quality of stormwater runoff from the project during construction.

A variety of BMPs will be deployed for this project. These may include infiltration with bioretention in landscape and park areas, planter boxes with underdrains, vegetated filter strips, and proprietary treatment systems. To the extent practicable, the Master Developer should provide BMP's for the design capture volume for the entire site. These can be placed within the parks, the planter areas, and landscape strips. Planter boxes with underdrains are an additional BMP option for the individual building sites. The downstream ponds in the Koll Center Newport will provide further water quality treatment through aeration and settlement of silt and sediments.

4.6 UTILITIES

Electrical service for the project will be provided by Southern California Edison Company (SCE). The existing SCE substation, located near the southwest corner of the site will remain functional during Phase 1 to supply service to the TowerJazz Semiconductor facility. Natural gas service will be provided by Southern California Gas Company.

4.7 GENERAL

Nothing in the Uptown Newport PC or Design Guidelines is intended to lessen the other requirements with respect to site infrastructure that are set forth in city, state or federal codes.

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.1 INTRODUCTION

The existing landscape setting around the Uptown Newport site is a campus setting with existing office uses and high-tech industry uses which are relatively visible from the street over informal turf berms and random eucalyptus trees. The new residential land uses of Uptown Newport Vilalge will alter the interface needs of the current Jamboree landscape toward a less transparent landscape that will soften, buffer and serve a greener softer transition to the needs of the new residential land uses. A transition to other existing office to the north and east and large parking structure to the west will be addressed with buffer landscape transitions.

This section defines the goals of the guidelines and outline the Common Area landscape framework, hardscape and streetscape character.

5.2 LANDSCAPE FRAMEWORK

The landscape design is focused on establishing a pedestrian friendly urban village with centralized outdoor parks and amenities. The design is arranged around the spine road and pedestrian paseos. Emphasis has been placed at key intersections and gateways which assists in wayfinding and orientation for both pedestrians and vehicles.

5.2.1 Framework Principles

The landscape design within Uptown Newport should follow the following guiding principles:

1. Establish comfortable, walkable streets and pedestrian spaces;
2. Establish an urban village streetscape through the use of enhanced paving, on-street parking, and urban canopy trees;
3. Use plants that adhere to the low water use

standards of Newport Beach;

4. Provide both active and passive centralized park amenities;
5. Provide a landscape design that is consistent with the land uses planned within the Uptown Newport PC;
6. Provide a landscape along the project's frontage on Jamboree Road which compliments the existing street scene at adjacent properties along Jamboree Road.

5.3 COMMON AREA LANDSCAPE

The common area landscape consists of the areas outside of the individual residential product development areas. These areas include; entry monuments and entry drives, Jamboree Road landscape, spine road landscape, secondary streets, paseo landscapes, parks, common open space and community edges. The following exhibits outline the landscape framework, hardscape and streetscape character.

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

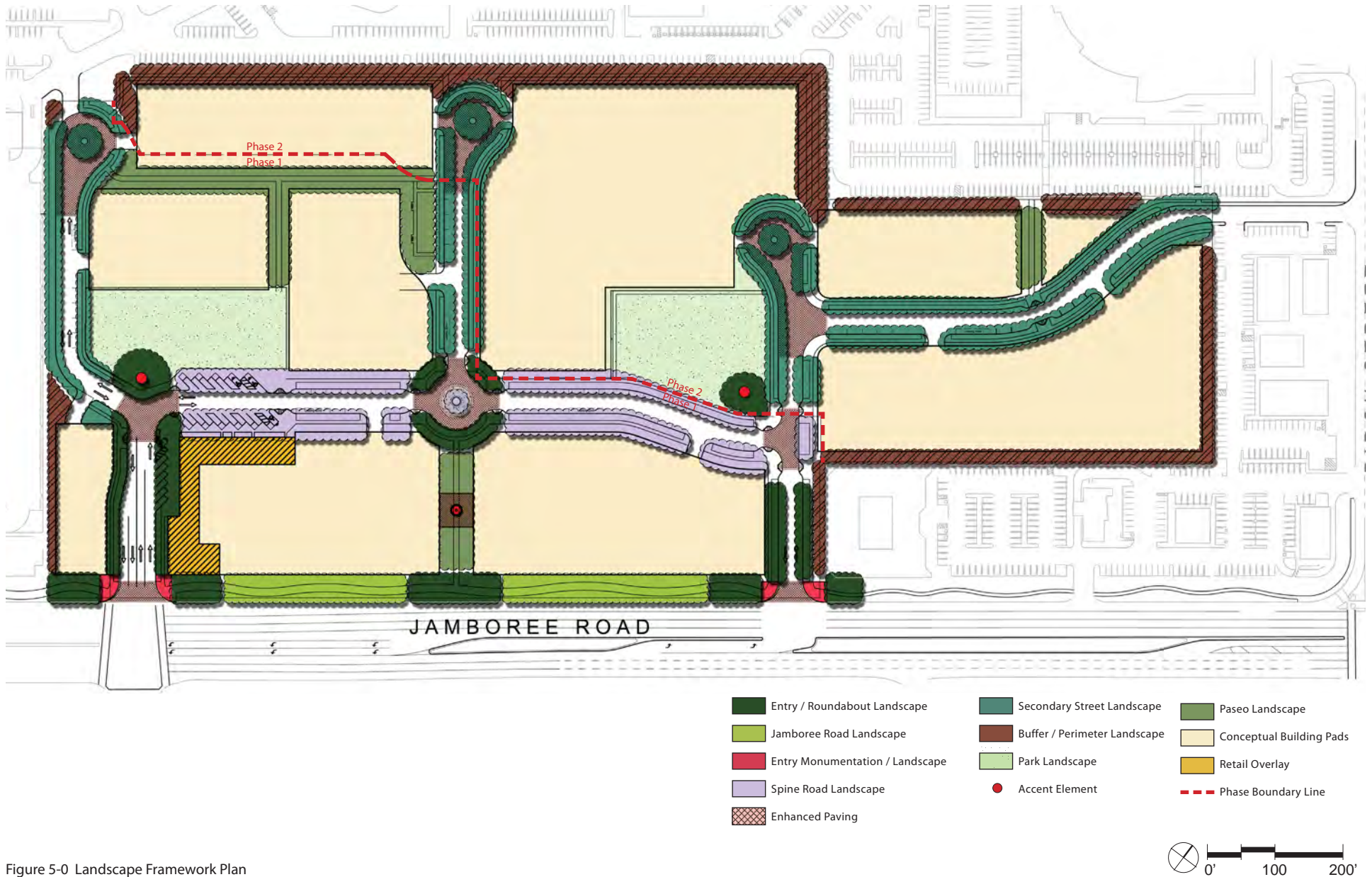


Figure 5-0 Landscape Framework Plan

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES



Figure 5-1 Overall Landscape Master Plan



5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.4 PLANTING PLAN

5.4.1 Jamboree Road

The recommended landscape character along Jamboree Road is vertical evergreen tree screening with an accentuated landscape of Date Palm trees at the entry's and paseo connections. The new Jamboree Road median island landscape will continue the theme of the existing median islands to the northeast.

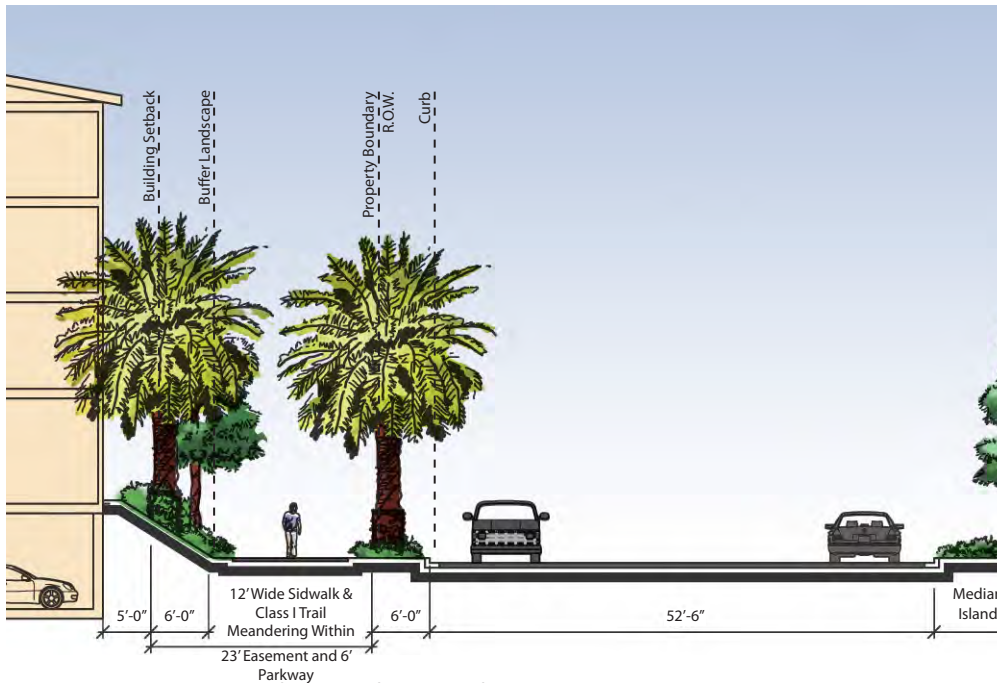
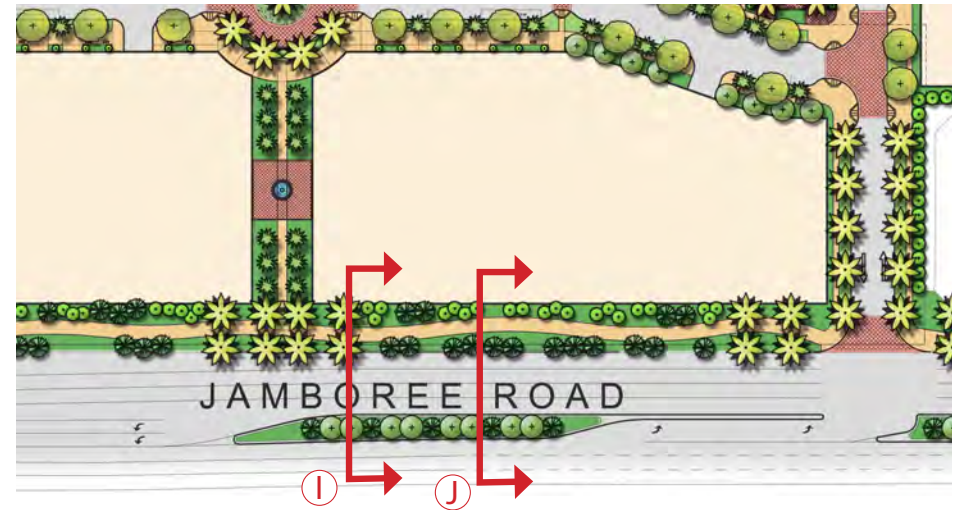


Figure 5-2 Section I - Jamboree Road Entries and Paseos

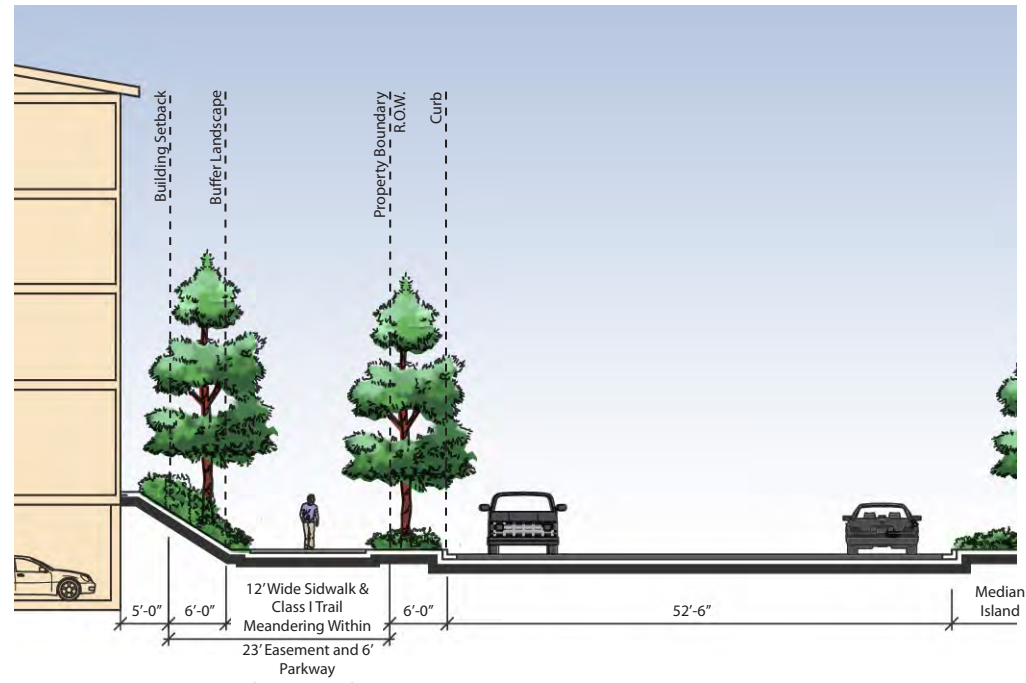


Figure 5-3 Section J - Jamboree Road Streetscape

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.4.2 Entry Monuments

The landscape character at the entries will be transparent, inviting and colorful. Date Palm trees are recommended to punctuate the skyline entry while providing important views into the adjacent residential buildings and parks beyond. The use of colorful vines on the palm trunks and ground covers in this area is encouraged. The landscape will frame the monument walls and signage when possible. The use of strong signage that identifies the project with use of enhanced paving, walls, or fountain elements is encouraged.

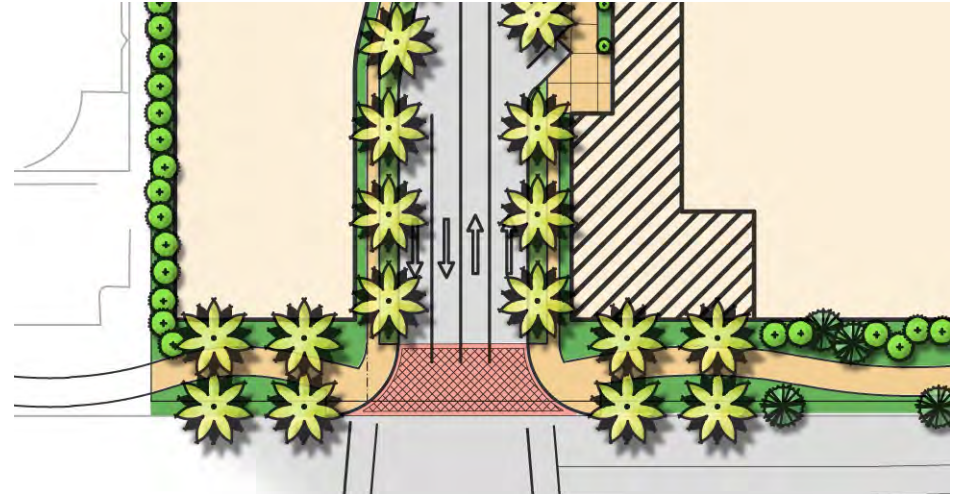


Figure 5-4 Community Signage



Figure 5-5 Community Entry



Figure 5-6 Community Entry

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.4.3 Entry Drives

The landscape character along the Entry Drives will complement the Entry Monument landscape and will be transparent, inviting and colorful. Date Palm trees are recommended to punctuate the skyline entry while providing important views into the adjacent residential buildings and parks beyond. The use of colorful vines on the palm trunks and ground covers in this area is encouraged. Vertical screen trees used at the building edges are encouraged to soften and buffer the buildings from the street in this area. Hedges will be used to soften building bases and ground covers will be used when parking is not adjacent. Buildings are designed to be approximately 2'-3' above the Jamboree Road center line elevation. Short retaining walls may be incorporated into the retail edge where necessary.

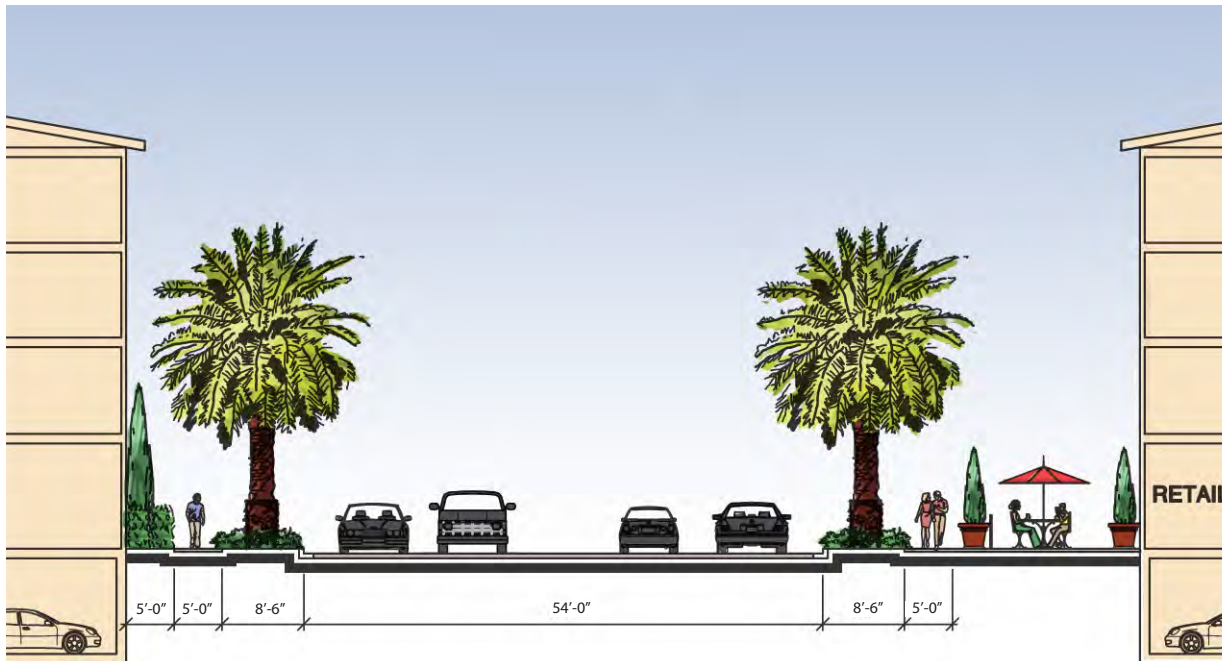
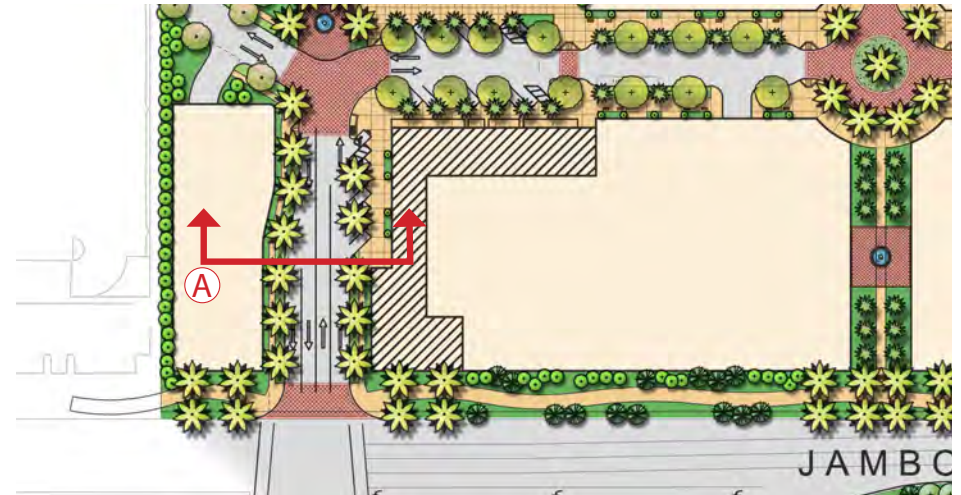


Figure 5-7 Section A - Phase One Entry Drive



Figure 5-8 Entry Drive Streetscene

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.4.4 Spine Street at Angled Parking

The Spine Street is the core that provides connectivity between the two main entries off of Jamboree Road. Anchored by the two entries and supported by the two parks at each end, visually and physically the Spine Street is an important link and circulation element in the project. The street tree pattern is formal with alternating combinations of skyline palms and large evergreen canopy trees. Angled parking located at the retail and park edges modifies the pattern while the canopy trees shade the parking areas and palms hug the walk promenade at the storefronts on one side and the market park paseo on the other. Turf parkways at adjacent parking areas will allow ease of access to the sidewalk from parking areas.

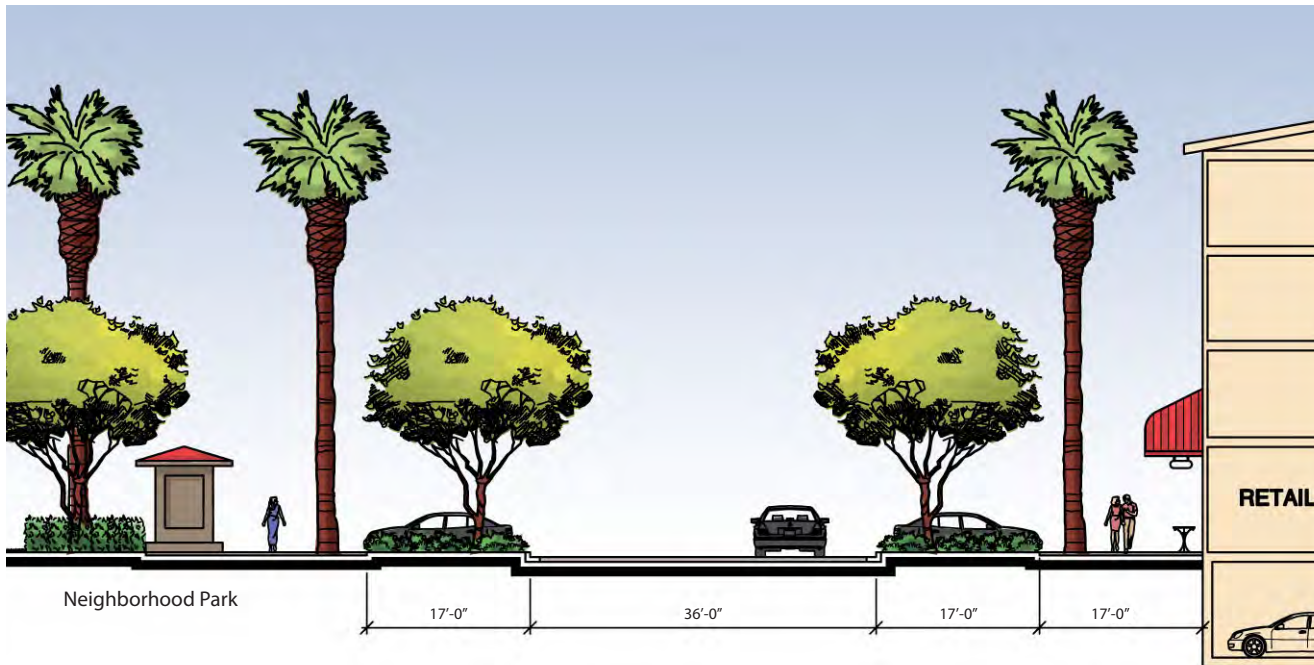


Figure 5-9 Section B - Spine Street

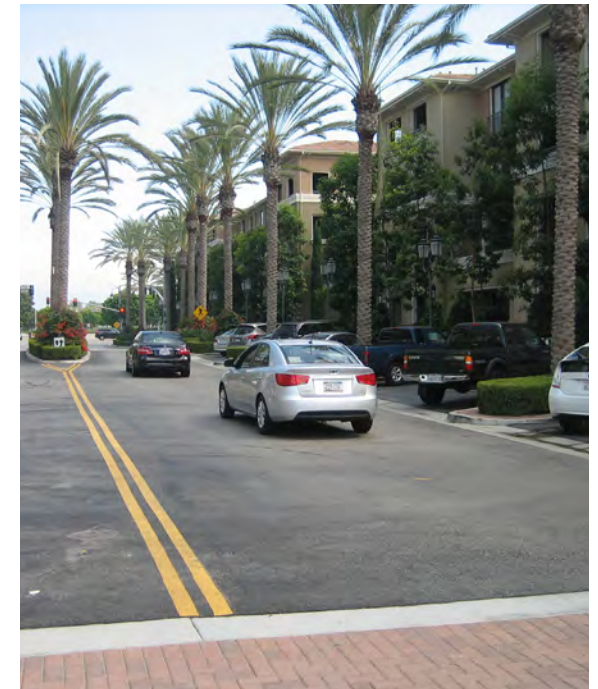


Figure 5-10 Community Retail

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.4.5 Spine Street at Parallel Parking

The Spine Street is the core that provides the connection between the neighborhood and community amenities. Anchored by the two entries and supported by the two parks at each end, visually and physically the Spine Street is an important link and circulation element in the project. The street tree pattern is formal with alternating combinations of skyline palms and large evergreen canopy trees. Parallel parking is located along the Spine Street. Turf parkways at adjacent parking areas will allow ease of access to the sidewalk from parking areas. The use of synthetic turf will be considered for areas with high pedestrian / pet traffic volumes.

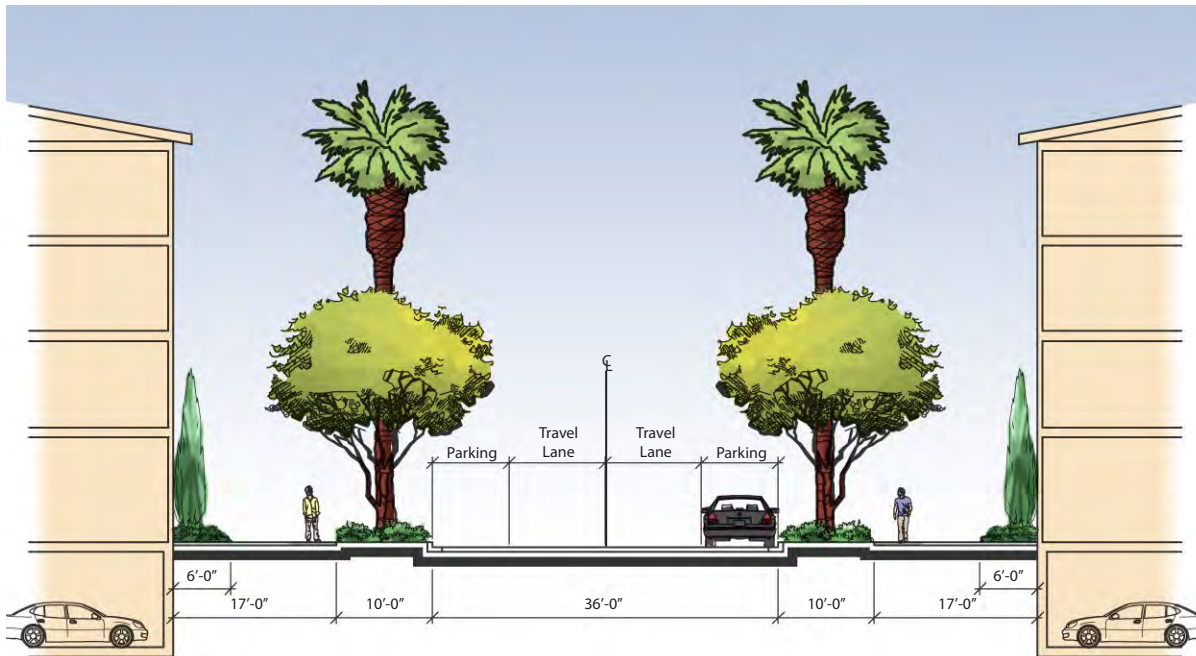
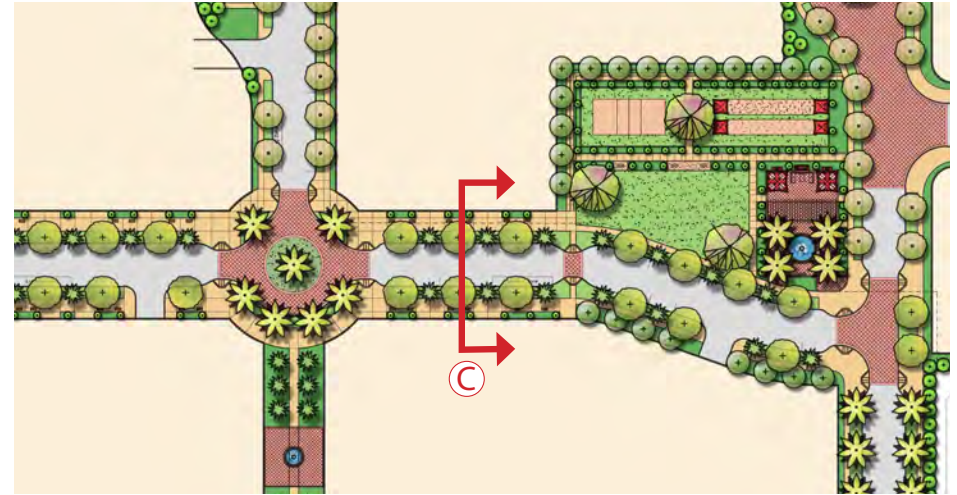


Figure 5-11 Section C - Spine Street

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.4.6 Neighborhood Street

Neighborhood Streets provide access to buildings away from the Spine Street. Neighborhood Streets will be lined with formal deciduous street trees. Turf parkways at adjacent parking areas will allow ease of access to sidewalks from parking areas. The use of synthetic turf will be considered for areas with high pedestrian / pet traffic volumes. Vertical accent trees used at the building entries are encouraged to accentuate the street pattern. Hedges will be used to soften building bases and ground covers will be used when parking is not adjacent.

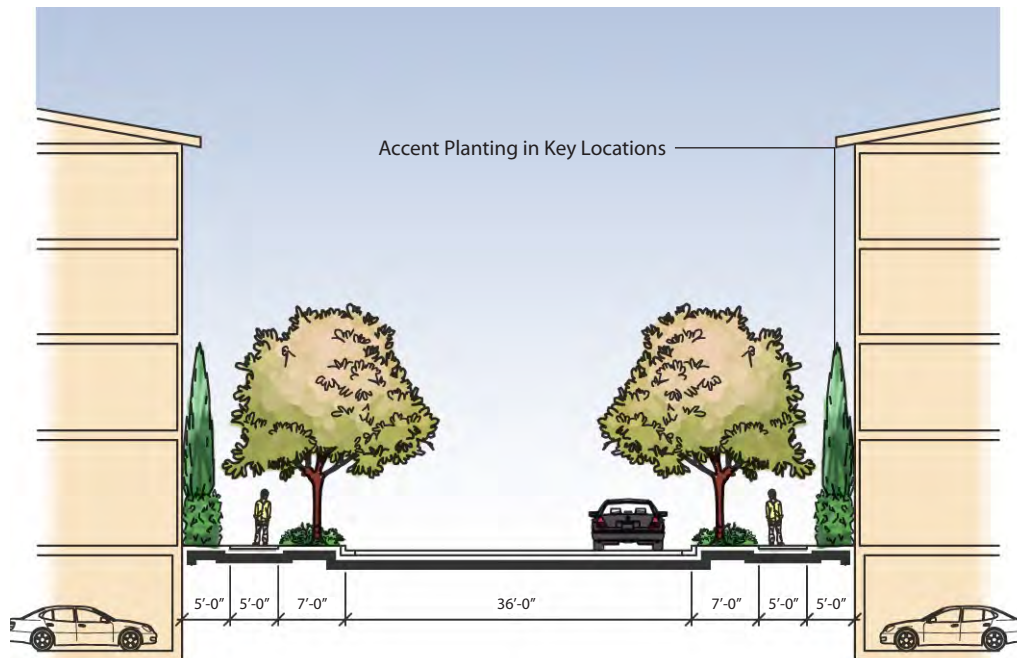
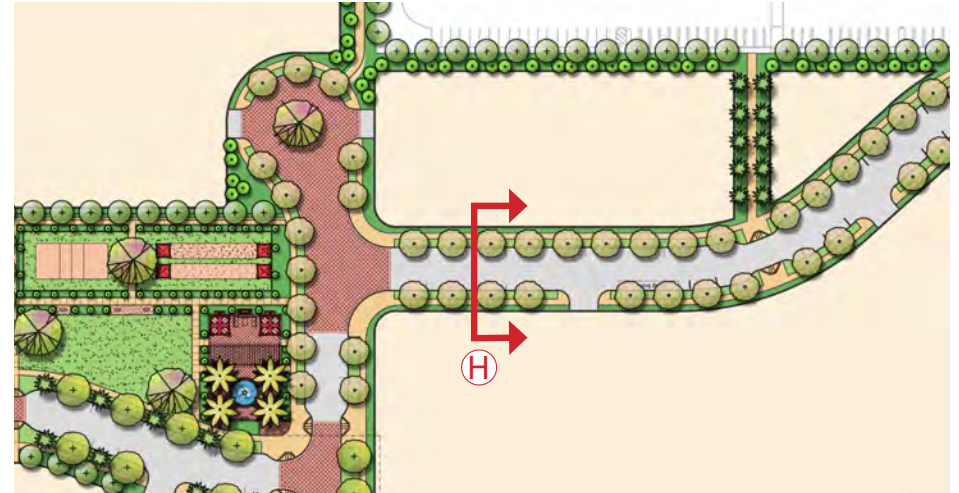


Figure 5-12 Section H -Neighborhood Street



Figure 5-13 Neighborhood Street

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.4.7 Paseo Landscape

The paseo landscape areas are pedestrian connections that provide pedestrian connectivity and tie the project together. Paseos shall be master planned and accessible to the public and provide opportunities for walking, biking, sitting and social gathering spaces. In addition light recreational activities such as lawn bowling, chess, horse shoes, bocce ball, picnic areas and exercise stations are encouraged. Paseos will be lined with vertical palms or canopy trees. The beginning and end of the paseos will be enhanced with accent trees or palms to define points of access to the paseos. Colorful shrubs and ground covers will be used throughout. Vertical buffer trees and accent trees will soften the edges and transitions to the vertical building masses and hedges will be used to soften building bases. The use of large pots, meandering walks, seating spaces and fountains in these garden areas are encouraged.

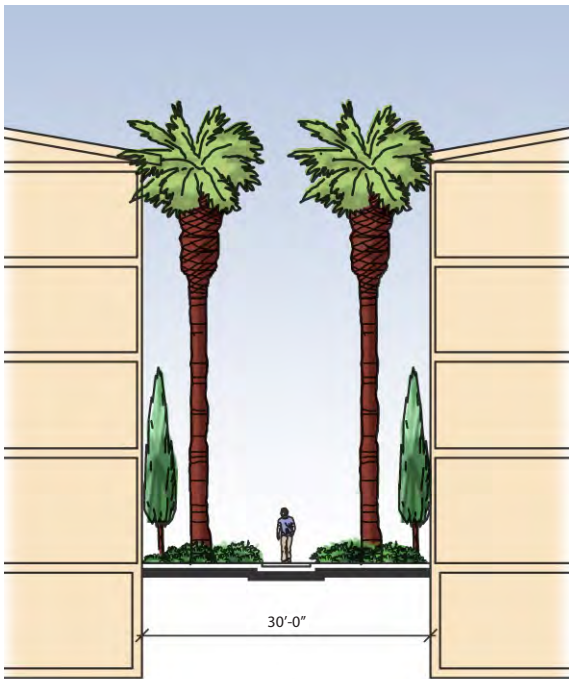
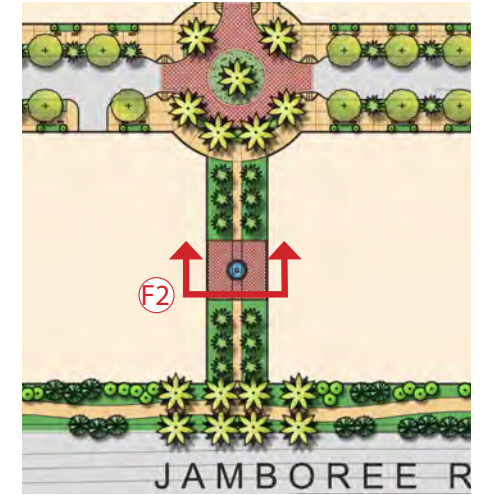
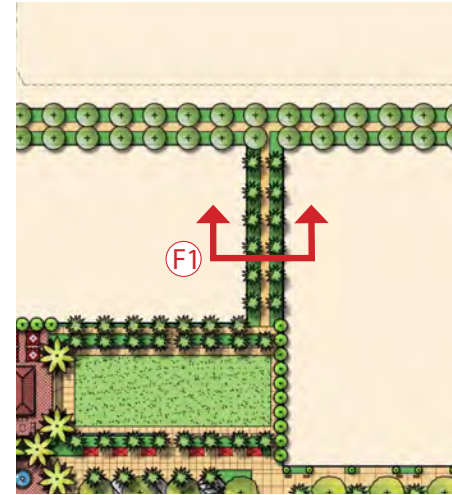


Figure 5-14 Section F1 - Paseo Landscape

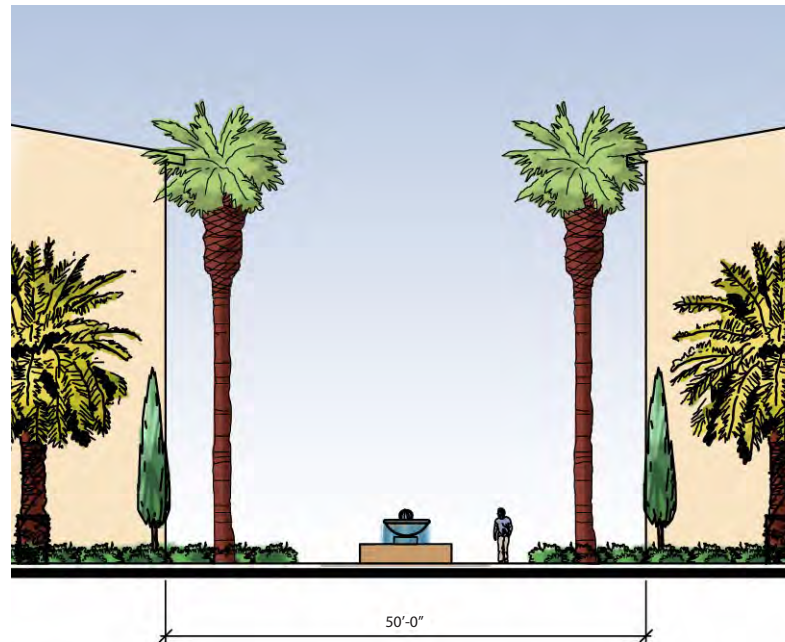


Figure 5-15 Section F2 - Paseo Landscape

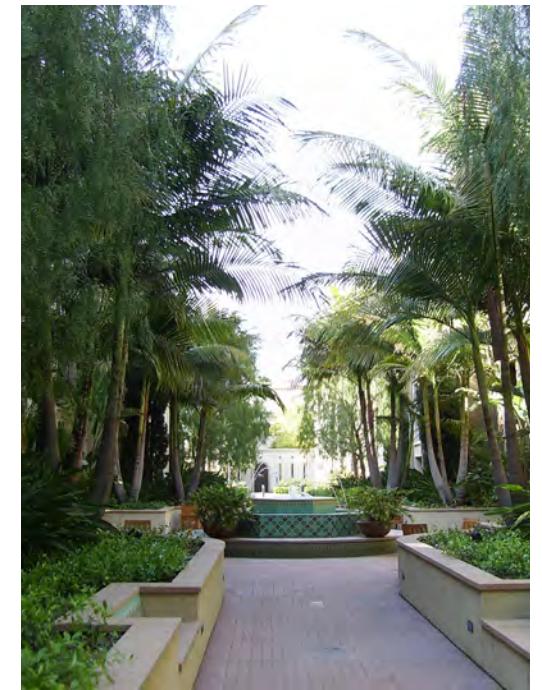


Figure 5-16 Paseo Landscape

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.4.8 Community Edge Conditions

The edges of Uptown Newport Village and its transition to the existing Koll Center Newport office campus have been designed to provide a smooth and secure transition between these differing land uses. The landscape will soften and screen architecture along the sides of the Uptown Newport Village community and provide a visual buffer. Along these transitions are walkway access openings that provide pedestrian connectivity. Pedestrian connections will have enhanced treatments with accent trees and colorful ground covers that will call attention and visually signal these areas.

The edge along Uptown Newport Village and the Koll Center Newport will incorporate a mix of walls, fencing, shrubs, openings for pedestrian and vehicular connections, and landscaping to define a “soft” boundary and direct pedestrians to designated connections between the Koll Center Newport and the Uptown Newport Village properties.

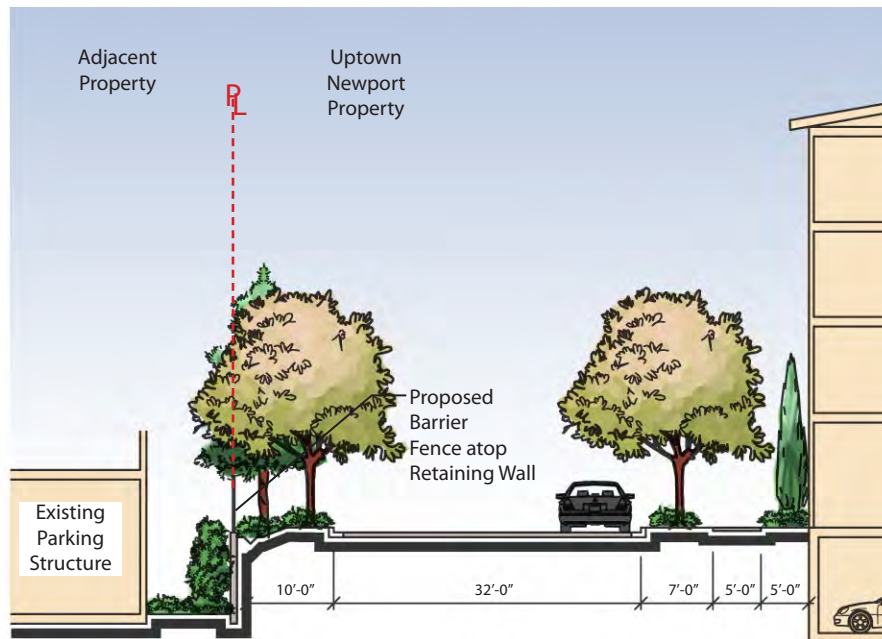
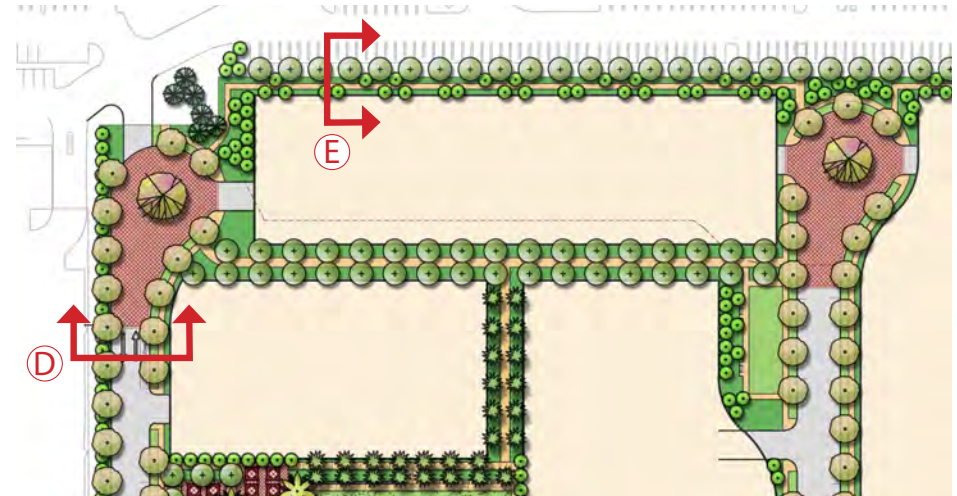


Figure 5-17 Section D - Buffer at Parking Structure

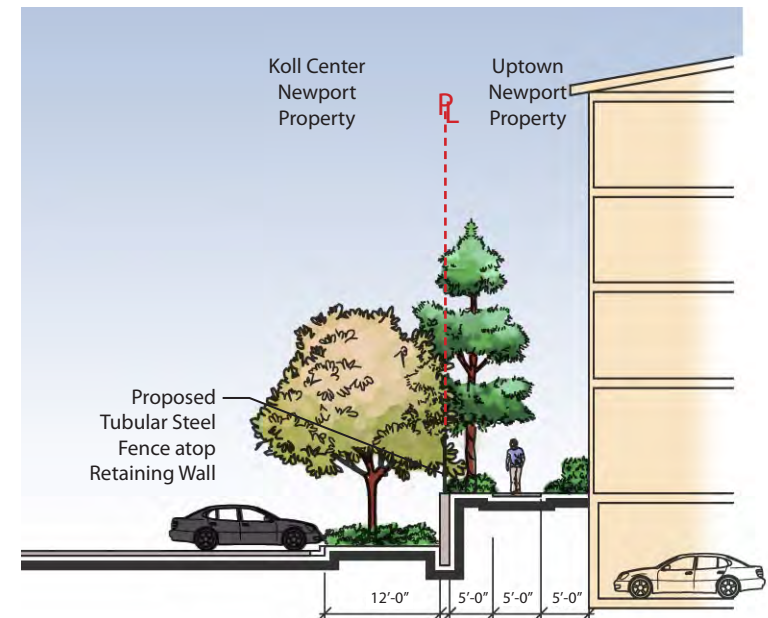


Figure 5-18 Section E - Buffer at Parking Lot

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.5 NEIGHBORHOOD PARKS

The two (2) 1 acre neighborhood public parks in Uptown Newport Village will create the heart of each phase and anchor the spine road. The parks are interconnected through a network of sidewalks, paseos, and streets that provide for a pedestrian friendly village. Each park will have a variety of amenities that will serve the residents of Uptown Newport Village and visitors, but otherwise will have a common landscape theme.

5.5.1 Park "A"

Park "A" is a one acre park located within Phase 1 and is accessible to the public and the residents of Uptown Newport Village. Surrounded by public streets and centrally located within Phase 1, Park "A" will provide a link to residential uses. The amenity program that is recommended for Park A includes but is not limited to the following; activity lawn / concert green, stage, open air pavilion, fire place courtyard, barbecue courtyard, children's play area, market/art show and a promenade. Accent elements at the corners of the park could include fountains or sculpture elements.

Park "A" will be developed as part of the Phase 1 Master site improvements. Park furnishings will be unified in form, color and manufacturer, if possible. Benches, bike racks, metal bollards, tree grates, picnic tables, BBQ's, and drinking fountains are examples of possible furnishings to be used and are to be of one family that works well together and that supports a "one district look" within Uptown Newport Village. It is encouraged that park signage be located in proximity to the entry Spine Street. Park lighting is encouraged to match the lighting style of the street lighting but could match the architectural style of the park buildings. The park buildings, trellises and monument entries will be unified in style and character to bring a unified look to the community amenities.

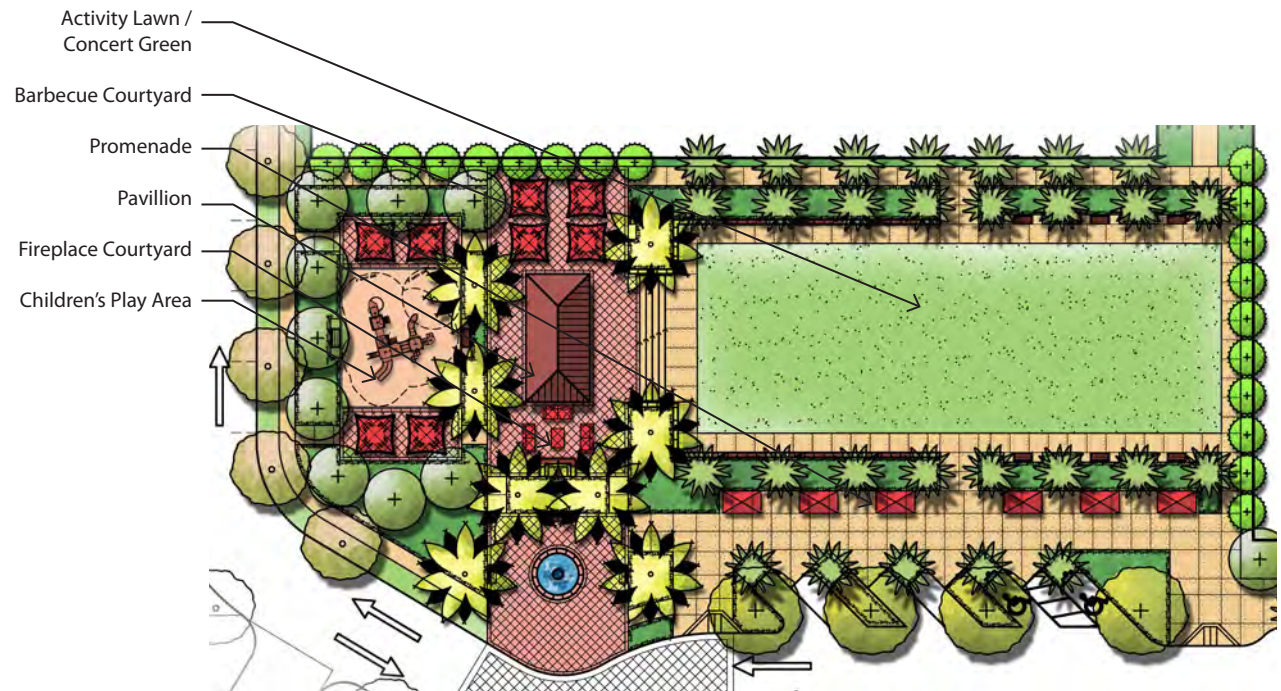
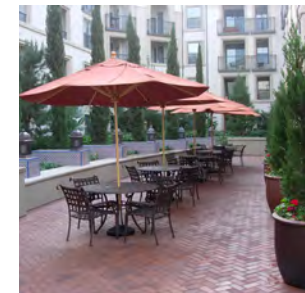
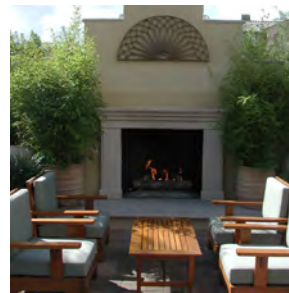


Figure 5-19 Park A



5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.5.2 Park “B”

Park “B” is a one acre neighborhood park located in Phase 2 and is accessible to the public and the residents of Uptown Newport. The parks are interconnected through a network of sidewalks, paseos, and streets that provide for a pedestrian friendly village. Bordered by public streets and centrally located, the park will provide a link to residential uses. The amenity program that is recommended for Park B includes but is not limited to the following; activity lawn, grand Plaza, trellis, fire place courtyard, barbecue courtyard, grand fountains or sculpture elements in the courtyard, sport courts including but not limited to sand volleyball, bocce ball, croquet, or horse shoes.

Park furnishings will be unified in form, color and manufacturer if possible. Benches, bike racks, metal bollards, tree grates, picnic tables, BBQ’s, and drinking fountains are examples of possible furnishings to be used and are to be of one family that works well together and that supports a “one district look” within Uptown Newport Village. It is encouraged that park signage be located in proximity to the entry Spine Street. Park lighting is encouraged to match the lighting style of the street lighting but could match the architectural style of the park buildings. The park trellises and monument entries will be unified in style and character to bring a unified look to the Uptown Newport Village amenities.

Park “B” will be designed and constructed in a consistent style with Park “A”, reinforcing the community theme throughout the Uptown Newport PC.

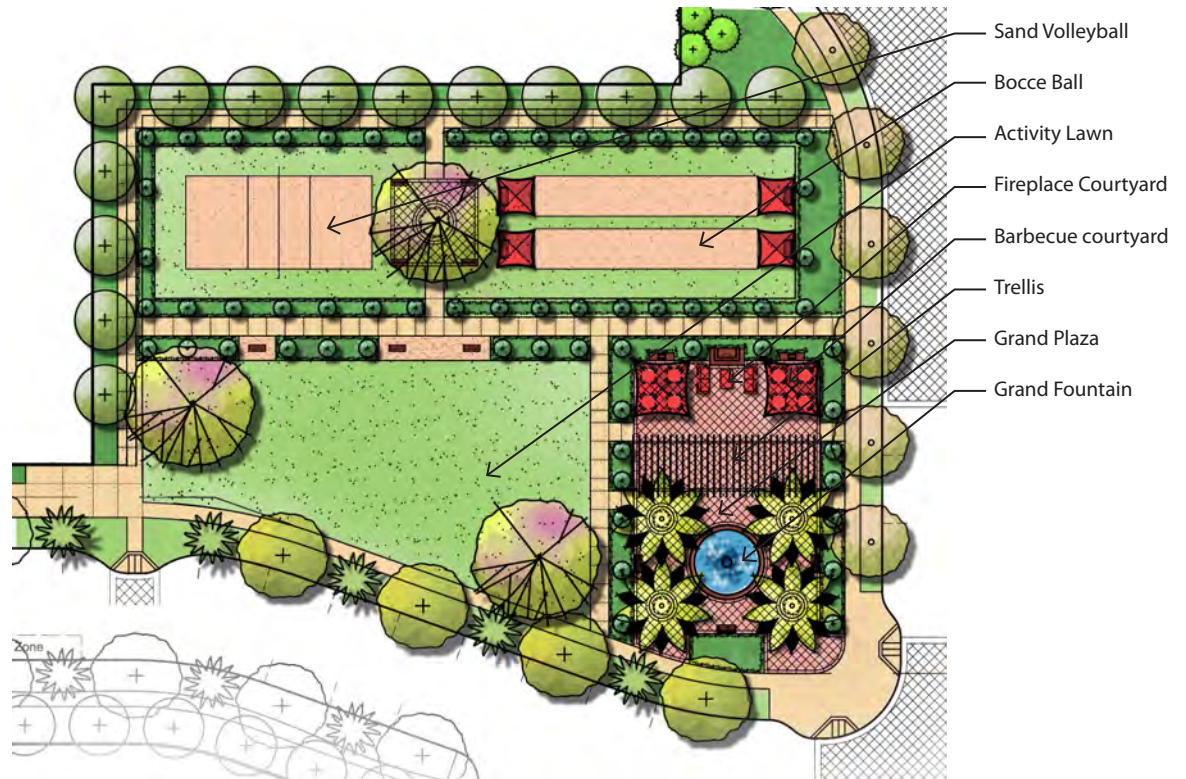
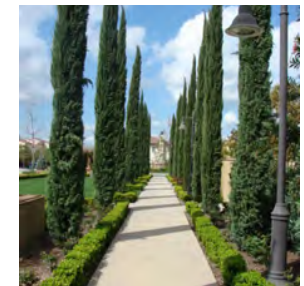


Figure 5-20 Park B



5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.6 PLANT LIST**5.6.1 Plant List**

The following plant palette could be used for common areas and parcel landscape areas.

LARGE TREES:

BOTANICAL NAME:	COMMON NAME:
ALNUS RHOMBIFOLIA	WHITE ALDER
CINNAMOMUM CAMPHORA	CAMPHOR TREE
ERYTHRINA CAFFERA	KAFFIRBOOM CORAL TREE
FICUS FLORIDA	FIG TREE
FICUS NITIDA	FIG TREE
JACARANDA MIMOSIFOLIA	JACARANDA
OLEA EUROPAEA	COMMON OLIVE
PLATANUS X ACERIFOLIA	LONDON PLANE TREE
PLATANUS RACEMOSA	CALIFORNIA SYCAMORE
SCHINUS MOLLE	CALIFORNIA PEPPER TREE

SMALL TREES:

BOTANICAL NAME:	COMMON NAME:
AGONIS FLEXUOSA	PEPPERMINT TREE
ALOE BAINESII	NCN
ARBUTUS 'MARINA'	MARINE STRAWBERRY TREE
ARBUTUS UNEDO	STRAWBERRY TREE
CITRUS 'NAVEL'	NAVEL ORANGE
CUPRESSUS SEMPERVIRENS	ITALIAN CYPRESS
LAURUS NOBILIS 'SARATOGA'	SWEET BAY
MELALEUCA QUINQUENERVIA	PAPERBARK TREE
PODOCARPUS GRACILIOR	FERN PINE
PYRUS KAWAKAMII	EVERGREEN PEAR
STRELITZIA NICOLAI	GIANT BIRD OF PARADISE

PALMS:

BOTANICAL NAME:	COMMON NAME:
ARCONTOPHOENIX CUNNINGHAMIANA	KING PALM
PHOENIX CANARIENSIS	CANARY ISLAND DATE PALM
PHOENIX DACTYLIFERA	DATE PALM
SYAGRUS ROMANZOFFIANUM	QUEEN PALM
WASHINGTONIA ROBUSTA	MEXICAN FAN PALM

SCREEN TREES:

BOTANICAL NAME:	COMMON NAME:
MELALEUCA QUINQUENERVIA	PAPERBARK TREE
PINUS HALENPENSIS	ALEPPO PINE
PINUS CANARIENSIS	CANARY ISLAND PINE
PODOCARPUS GRACILIOR	FERN PINE
TRISTANIA CONFIRTA	BRISBANE BOX

SHRUBS:

BOTANICAL NAME:	COMMON NAME:
ACACIA REDOLENS	NCN
ALOE ARBORESCENS	TREE ALOE
BUXUS MICROPHYLLA JAPONICA	JAPANESE BOXWOOD
CALLIANDRA HAEMATOCEPHALA	PINK POWER PUFF
CARISSA MACROCARPA	NATAL PLUM
CARISSA MACROCARPA 'BOXWOOD BEAUTY'	NATAL PLUM
CEANOTHUS	CALIFORNIA LILAC
CHAMAEROPS HUMILIS	MEDITERANEAN FAN PALM
COTTONEASTER PARNII	COTTONEASTER
CYCAS REVOLUTA	SAGO PALM
ECHIUUM FASTUOSUM	PRIDE OF MADEIRA
FATSIA JAPONICA	JAPANESE ARALIA
FICUS NITIDA	INDIAN LAUREL FIG
KNIPHOFIA PRAECOX	RED HOT POKER
LANTANA CAMARA	LANTANA
LANTANA MONTEVIDENSIS	TRAILING LANTANA

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

LAVANDULA DENTATA
 LAVANDULA INTERMEDIA 'PROVENCE'
 LEONOTIS LEONURUS
 LIGUSTRUM JAPONICUM 'TEXANUM'
 MAHONIA SPP.
 PHILODENDRON SELLOUM
 PHILODENDRON 'XANADU'
 PHORMIUM 'JACK SPRATT'
 PITTOSPORUM SPP.
 PYRACANTHA COCCINEA
 RHAPIS EXCELSA
 RHAPHIOLEPSIS SPP.
 RHAPHIOLEPSIS 'MAJESTIC BEAUTY'
 ROSA SPP.
 SALVIA SPATHACEA
 SANTOLINA SPP.
 SHEFFLERA ARBORICOLA
 STRELITZIA REGINAE
 TRACHELOSPERMUM JASMINOIDES

FRENCH LAVENDER
 LAVENDER
 LION'S TAIL
 PRIVET
 MAHONIA
 TREE PHILODENDRON
 CUT LEAF PHILODENDRON
 NEW ZEALAND FLAX
 PITTOSPORUM
 FIRE THORN
 LADY PALM
 RHAPHIOLEPSIS
 NCN
 ROSE
 HUMMINGBIRD SAGE
 SANTOLINA
 ELF SCHEFFLERA
 BIRD OF PARADISE
 STAR JASMINE

GROUNDCOVERS:

BOTANICAL NAME:

COMMON NAME:

AGAPANTHUS AFRICANUS
 ANIGOSANTHOS HYBRIDS
 BACCHARIS PILULARIS 'CONSAGUINEA'
 BOUGAINVILLEA 'LA JOLLA'
 COTYLEDON SP.
 CRASSULA SP.
 EUPHORBIA AMMAK
 EUPHORBIA RIGIDA
 KALANCHOE SP.
 LIRIOPE 'GIGANTIA'
 PELARGONIUM PELTATUM

AGAPANTHUS
 KANGAROO PAW
 CHAPARRAL BLOOM
 LA JOLLA BOUGAINVILLEA
 NCN
 NCN
 NCN
 NCN
 NCN
 LILY TURF
 IVY GERANIUM

GRASSES:

BOTANICAL NAME:

COMMON NAME:

FESTUCA ARUNDINACEA
 FESTUCA MAIREI
 LEYMUS TRITCOIDES
 MUHLENBERGIA RIGENS
 STIPA GIGANTEA FEATHER

MARATHON II (LAWN AREAS)
 NCN
 WILD RYE
 DEER GRASS
 GRASS

SUCCULENTS:

BOTANICAL NAME:

COMMON NAME:

AEONIUM FLORIBUNDUM
 AGAVE ATTENUATA
 AGAVE VILLMORIANA
 ALOE ARBORESCERIS
 ECHEVERIA CRENULATA
 ECHEVERIA IMBRICATA
 SEDUM CONFUSUM
 SEDUM SPECTABILE
 SENEIO MANDRALISCAE

NCN
 NCN
 OCTOPUS AGAVE
 FIRE BUSH ALOE
 NCN
 HENS AND CHICKS
 NCN
 NCN
 NCN

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.7 HARDSCAPE PLAN

5.7.1 Walls and Fencing

The project will have one fence design used throughout all parcel areas. Several pedestrian connections to surrounding properties are incorporated into the Master Site Plan. Openings are encouraged and shall be provided to promote connectivity to adjacent properties. Community fencing is to be tubular steel with a painted metal finish. Wall materials are to be made of Concrete Masonry Units with a split face or enhanced

finish to match the adjacent architecture with a tubular steel community fence atop. Retaining wall materials are to be poured in place concrete or Concrete Masonry Units with a split face or finish to match the adjacent architecture in the Uptown Newport PC. Wall and fence locations are shown diagrammatically in Figure 5-21.

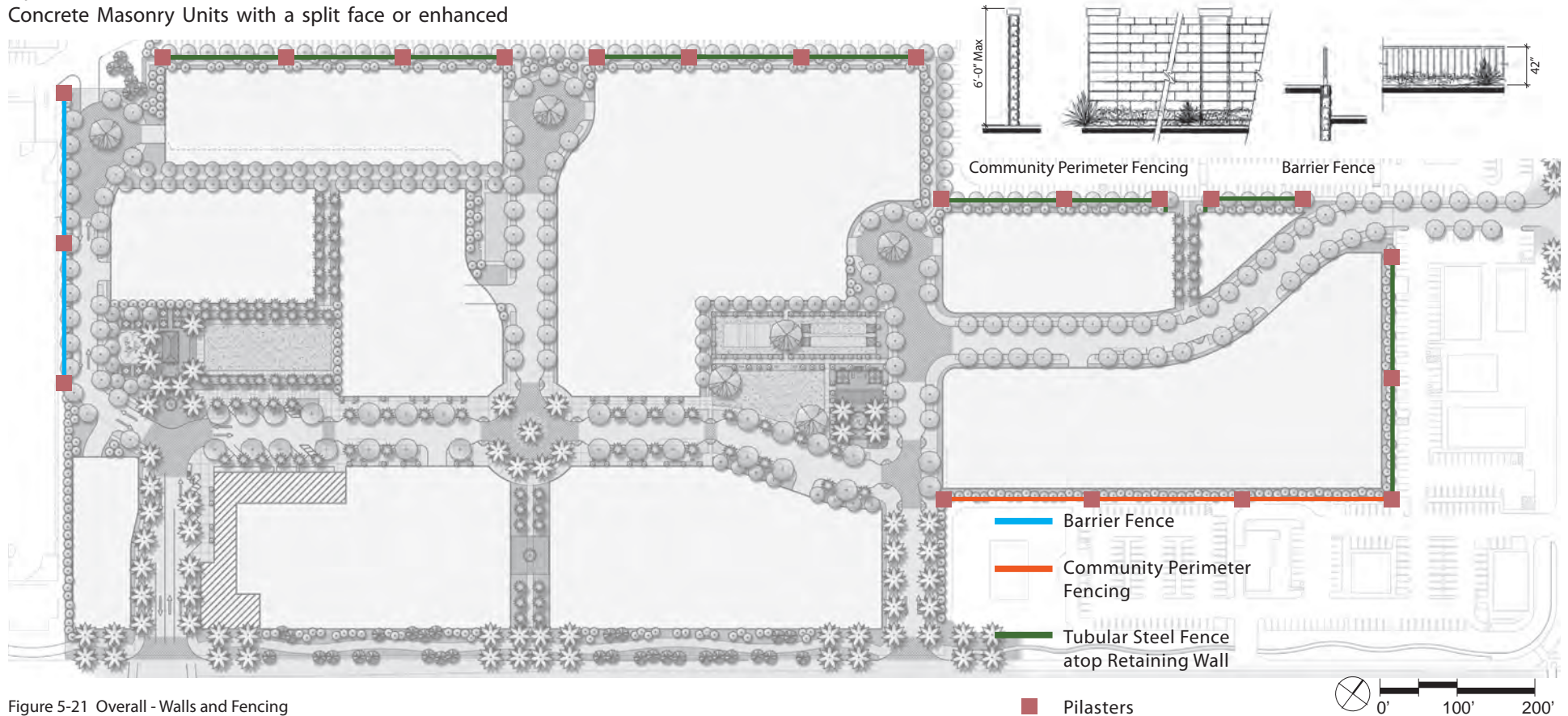


Figure 5-21 Overall - Walls and Fencing

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.7.2 Walks, Paseos and Bicycle Trails

Uptown Newport Village is designed to be a pedestrian friendly village, with connectivity to surrounding properties. Walks, Paseos and Bicycle Trails will connect the residents to each other and to the projects parks and amenities, as well as connect Uptown Newport to the adjacent land uses.

Walks within the community will be located along the entry drives, Spine Street, Neighborhood Streets, and paseos. Sidewalks will be linear and continuously

separated with a planted parkway. The walk materials will be made of natural grey concrete with enhanced areas utilizing concrete pavers, colored concrete, enhanced finishes or scoring.

The Jamboree Road sidewalk will be 12' wide to accommodate both pedestrians and a Class I bike trail, consistent with the Jamboree Trail included in the city's General Plan. Bicycles will be permitted on streets and paseos within the Uptown Newport PC.



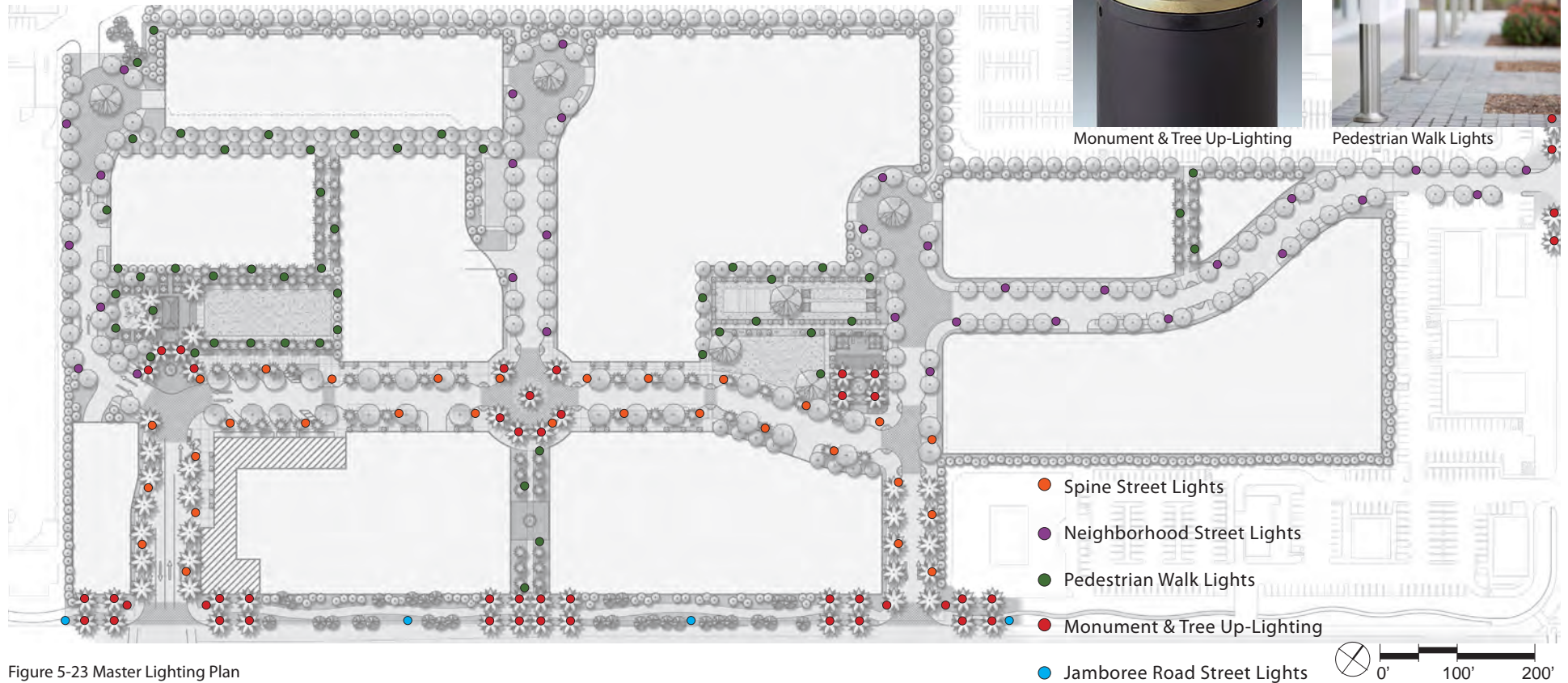
Figure 5-22 Overall - Walks and Trails

5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.7.3 Lighting Plan

Uptown Newport Village lighting shall embrace a unified lighting theme for fixtures along common area streets. The master lighting plan depicted in Figure 5-23 provides the hierarchy for lighting included in the master development. There will also be a hierarchy of lighting fixture heights and sizes within Uptown Newport. The overall unified lighting style could range from modern to classical. The lighting within parcel developments is encouraged to match the architectural

style of the buildings. All common area lighting shall be consistent with the local code requirements. Pole lights along Jamboree Road shall match the existing street scene style and layout. Up-lighting will be utilized at entries, illuminating community monuments and trees. The lighting between phases shall match in style, height, color and manufacturer.



5. LANDSCAPE AND HARDSCAPE DESIGN GUIDELINES

5.7.4 Site Furnishings

Site furnishings within the common areas of the Uptown Newport PC shall be unified in form, color and manufacturer, if possible. Benches, bike racks, metal bollards, and tree grates are to be of one family that works well together that supports a “one district look” within the community. Master site furnishings are shown in Figure 5-24 and depicts the site furnishings that will be provided as part of the master site development.



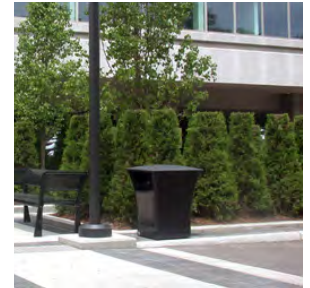
Bench



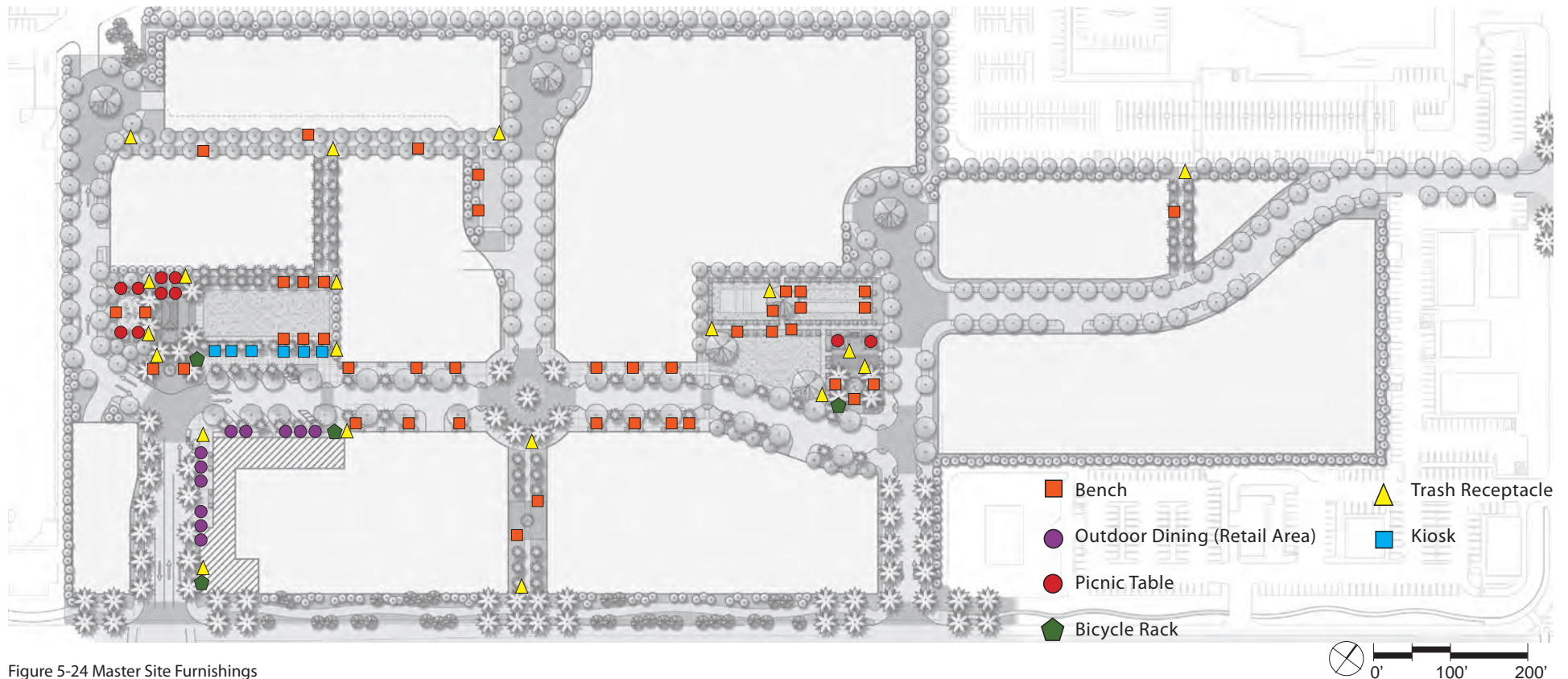
Picnic Table



Bicycle Rack



Trash Receptacle



6.0 INTRODUCTION

6.0.1 Signage Design Guideline Objectives

The signage design guidelines identified in this document provide standards for use in the development for the Uptown Newport PC project as part of the Master Site Development and site plan review process. The intent of the guidelines is to establish criteria that will be the basis for the design of signage/graphics throughout the project and to insure that there is a consistent design image that contributes to the identity and promotes the quality of Uptown Newport. It is intended that all signage has a coordinated design with organizational unity and overall visual identity. The signage should be an integral part of the project's architecture, landscaping and be compatible with the lighting.

6.0.2 Comprehensive Sign Program

The City of Newport Beach Sign Standards (Section 20.42.120) allows for the integration of all of a project's signs with the overall site design and building design into a unified architectural statement. The proposed sign program for Uptown Newport PC shall comply with the purpose and intent of NBMC Chapter 20.42 Sign Standards, these Signage Design Guidelines and the overall purpose and intent of Section 20.42.120.

In addition to the signage guidelines herein, signs where applicable, must comply with the codes and regulations of NBMC (Chapter 20.42) and all applicable State of California (CBC/Title 24).

6.1 SIGNAGE AND GRAPHICS

Program Components

These Signage Design Guidelines include standards for the following signage/graphics elements:

- Primary Project ID Monuments and/or Wall Signs (Sec. 6.4)
- Secondary Project ID Monument Signs (Sec. 6.5)
- Retail Tenant Directory Monument Signs (Sec. 6.6)
- On-Building Project ID Signs (Sec. 6.7)
- Retail Tenant ID Signs (Sec. 6.8)
- On-Site Advisory Signs (Vehicular and Pedestrian Directionals) (Sec. 6.9)
- Building and Unit Address Signs (Sec. 6.10)
- Amenity Identification Signs (Sec. 6.11)
- Parking Garage ID (Sec. 6.12)
- Marketing Banners (Sec. 6.13)
- Park Identification Signs (Sec. 6.14)
- Park Rules/Regulations Signs (Sec. 6.15)
- Marketing Signs (Sec. 6.16)

6.2 GENERAL DESIGN GUIDELINES

These Design Guidelines have been developed to implement a signage program within Uptown Newport that is compatible with the surrounding physical and visual character of the project, communicate effectively, enhance the perception of the Uptown Newport PC, and reduce visual clutter caused by excessive and poorly placed signage. The following guidelines will be taken into consideration in the final design of individual signs in the context of the overall sign program for the project.

6.2.1 Legibility

Signs should be easy to read and comprehend. Legibility does not depend on size, but on design. A well composed sign, that is smaller in size can be easier to read than a larger sign that is cluttered with too much information, too many elements of color, shapes and typefaces. To enhance legibility, sign panel backgrounds should be free of distracting details and decoration and provide sufficient contrast with the graphics displayed on the sign.

6.2.2 Typography

In addition to the master planned and individual project identification logotypes, a single typeface should be selected for application to ancillary signage that is compatible with the logotype and reflects the image of the project. A sans serif typeface is recommended because it communicates information more effectively than an elaborate and complex typeface. Consideration should be given to the use of a typestyle that is available in a family of different weights and in condensed or regular versions. Within one typeface family, a bolder weight can be used to accentuate a particular portion of a message by creating a distinction between other copy. The use of several different typefaces on a sign is discouraged, as it makes the sign difficult to read. Also,

the use of upper and lower case characters versus all upper case characters should be studied in the context of each sign. If all upper case characters are used, this approach should be consistently applied to all signs.

6.2.3 Materials and Colors

Sign materials should be consistent on all signs and all finishes uniformly applied. It is recommended that signs fabricated from metal have an acrylic polyurethane paint with a satin gloss finish. Color is most effective when used simply. Too many colors, particularly accent colors, can distract the reader and reduce legibility, making the signs less effective. Colors selected for sign backgrounds should be compatible with the architectural palette of the project and provide sufficient contrast with the copy color.

6.2.4 Placement

Signs should be located in areas where they are easy to read and be in scale to the viewer whether the sign is pedestrian or vehicular oriented. Locations should be selected so that the signs are compatible with adjacent architectural elements and surrounding landscape/hardscape features. Signs located along street frontages shall comply with the set back/sight distance triangle requirements as determined by the City of Newport Beach sign standards.

6.2.5 Size

Signs should be of a size proportional to the area where they are located, or building on which they are placed. The prevailing travel speeds of motorists should be taken into consideration when determining sign formats and copy sizes. Copy on vehicular oriented signs should be larger to allow viewers to perceive, read and understand the intent of the sign. Pedestrian oriented signs can be at a smaller scale.

6.2.6 Methods of Illumination

Primary project identification signs can consist of cabinets with internal illumination or they can be externally illuminated by ground mounted light fixtures. Internally illuminated sign cabinets can display face lit push-thru copy in translucent white or day/night acrylic letters or have halo lit copy. The level of illumination should be sensitive to surrounding light levels. Signs with multi-colored internally illuminated components are discouraged. Internally illuminated sign cabinets with lit backgrounds are not permitted, only the copy can transmit light. Address signs on buildings may be required to be halo lit, or have an indirect light source subject to the City of Newport Beach signage/life safety requirements applicable to Uptown Newport.

6.3 SIGN LOCATION PLAN

The sign location plan depicted on this page shows general locations for sign types 1-13 established in these guidelines (see figure 6.1).

SIGN LEGEND

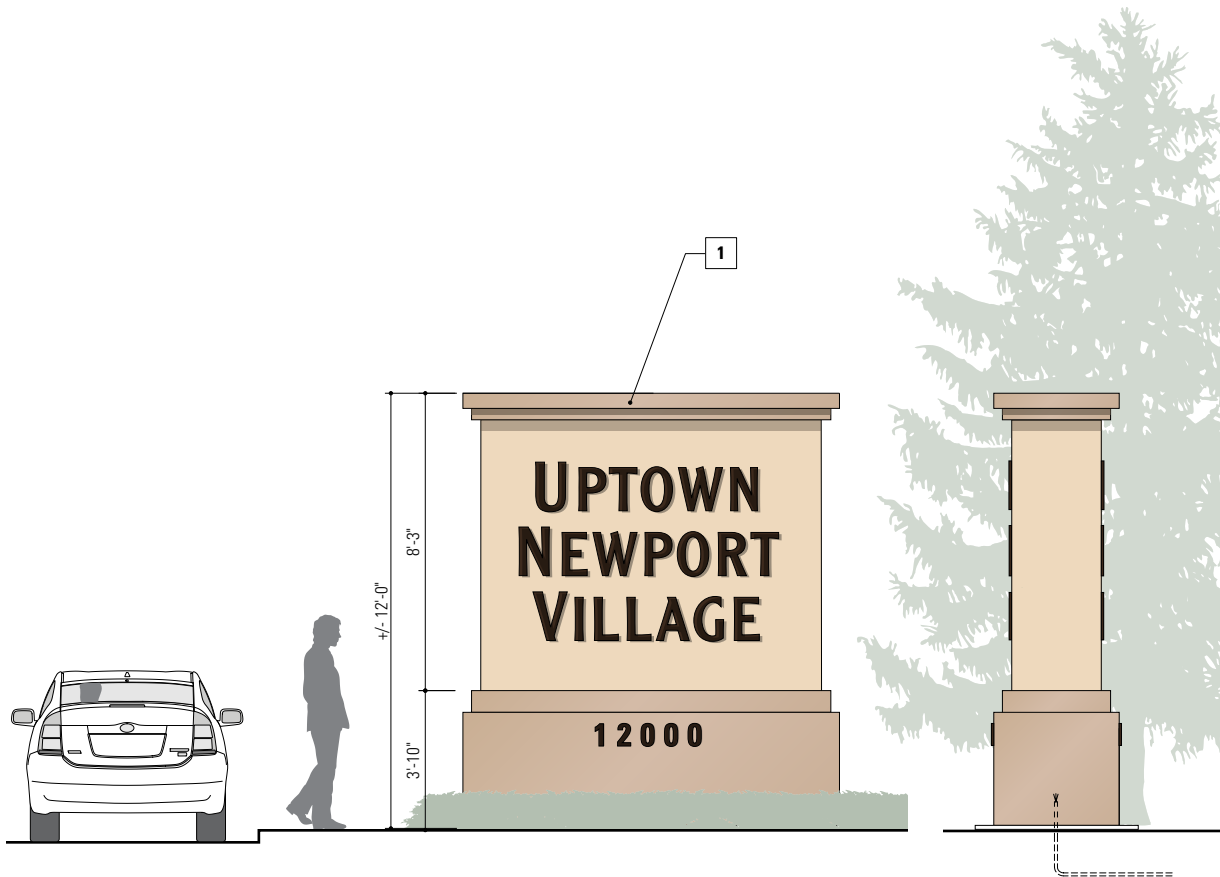
- ❶ Primary Project ID Monument
- ❷ Secondary Project ID Monument
- ❸ Retail Tenant ID Monument
- ❹ On-Building Project ID Signs
- ❺ On-Building Retail Tenant ID Signs
- ❻ On-Site Advisory Signs
- ❼ Building and Unit Address Signs
- ❽ Amenity ID Signs
- ❾ Parking Garage Signs
- ❿ Temporary Marketing Signs
Subject to City of Newport Beach Municipal Code
- ⓫ Marketing Banners
Subject to City of Newport Beach Municipal Code
- ⓬ Primary Park ID Signs
- ⓭ Park Rules/Regulations Signs



Figure 6.1: Master Signage Plan

1

Fabricated aluminum cabinet with paint finish or faux plaster finish. Cabinet to rest on integral color concrete base. Copy to be internally illuminated push-thru day/night acrylic or illuminated by ground mounted light fixture. Address numerals to be flat cut metal, pin mounted to concrete base with blind anchor studs.



6.4 – SIGN TYPE 1

Primary Project Identification Monument

Purpose

Permanent ground level monument to identify Uptown Newport.

Maximum Number

Two signs located on Jamboree Road Frontage.

Location

On-site. Project name on monument or screen walls adjacent to primary project entries off Jamboree Road. outside of sight-distance triangles per City standards.

Sign Copy

Name of project, tagline such as “Apartments” or “Apartment Villages” project logo and project addresses or address range.

Maximum Sign Height

+/- 12'-0" average height for sign monuments.

Maximum Sign Area

75 S.F.

Maximum Letter Size

18"

Sign Construction/Materials

Individual letters mounted on project screen wall or metal cabinet with concrete or stone clad base.

Method of Illumination

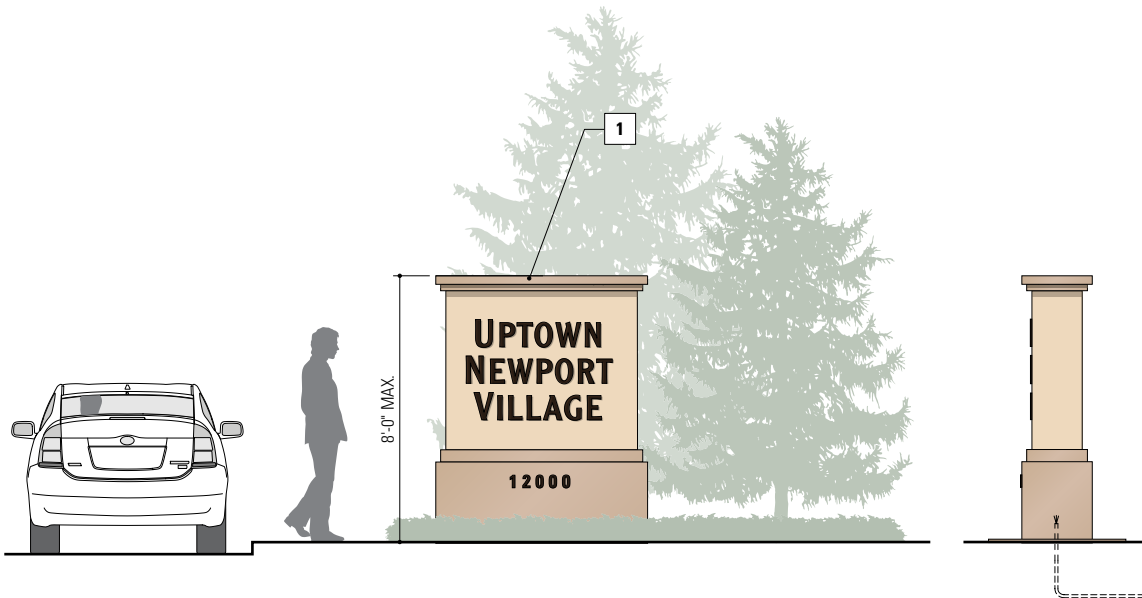
Individual halo illuminated letters, external illumination from ground mounted light fixtures or internally illuminated push thru copy. Signs with internally illuminated backgrounds are not allowed.

Typestyle

Project name logotype and symbol with supporting copy in project standard font.

1

Fabricated aluminum cabinet with paint finish or faux plaster finish. Cabinet to rest on integral color concrete base. Copy to be internally illuminated push-thru day/night acrylic or illuminated by ground mounted light fixture. Address numerals to be flat cut metal, pin mounted to concrete base with blind anchor studs.



6.5 – SIGN TYPE 2

Secondary Project Identification Monument

Purpose

Permanent ground level monument to identify Uptown Newport.

Maximum Number

One sign at Birch Street project entry.

Location

On-site adjacent to project entry off Birch Street.

Sign Copy

Name of project, tagline such as “Apartments” or project address or address range.

Maximum Sign Height

8'-0" Height

Maximum Sign Area

30 S.F.

Maximum Letter Size

12"

Sign Construction/Materials

Fabricated aluminum cabinet with internal illumination mounted to concrete or stone-clad base.

Method of Illumination

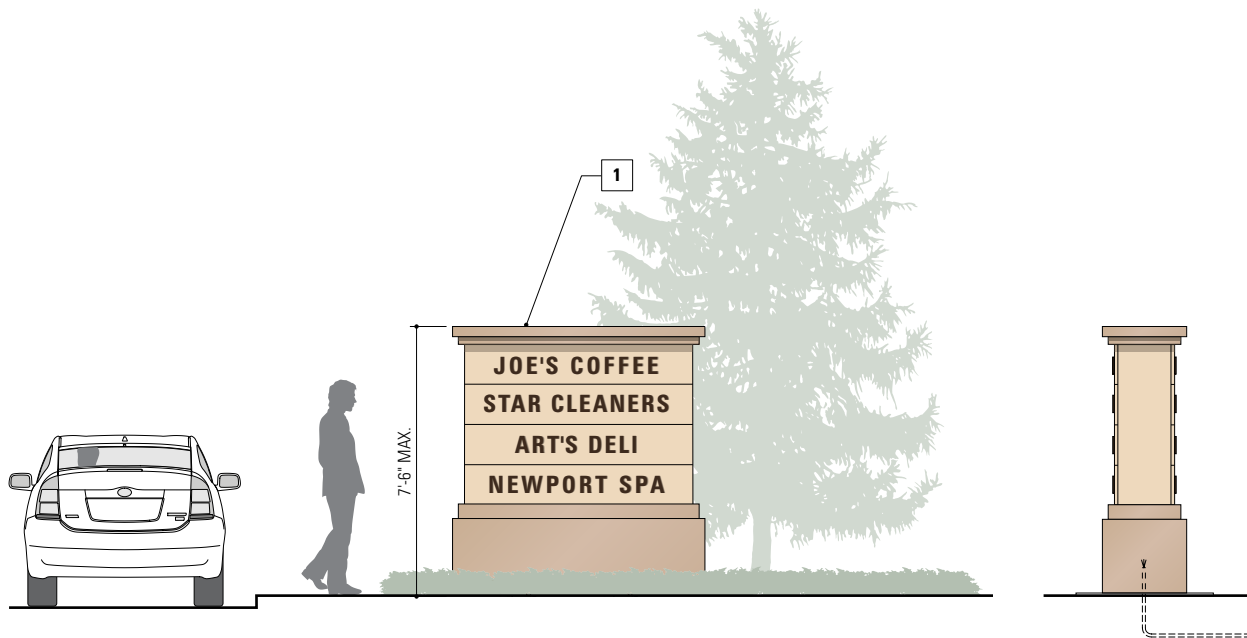
Individual halo illuminated letters, internally illuminated push thru copy or externally illuminated copy from ground mounted light fixtures.

Typestyle

Project name logotype and symbol with supporting copy in project standard font.

1

Fabricated aluminum cabinet with paint finish or faux plaster finish. Cabinet to rest on integral color concrete base. Copy to be internally illuminated push-thru day/night acrylic or illuminated by ground mounted light fixture. Tenant panels to be changeable.



6.6 – SIGN TYPE 3

Retail Tenant Identification Monument

Purpose

Permanent ground level monument located along project site frontage.

Maximum Number

One sign on Jamboree Road.

Location

On-site. Perpendicular to street on Jamboree Road.

Sign Copy

Names of up to four retail tenants. Sign to have copy on two sides.

Maximum Sign Size

7'-6" Maximum Height.

Maximum Sign Area

30 S.F.

Maximum Letter Size

6"

Sign Construction/Materials

Fabricated aluminum cabinet with internal illumination on concrete or stone clad base. Tenant panels to be changeable.

Method of Illumination

Individual halo illuminated letters, internally illuminated push thru copy or externally illuminated copy from ground mounted light fixtures.

Typestyle

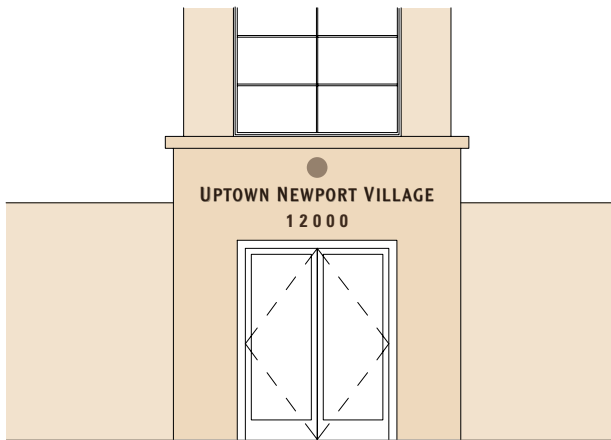
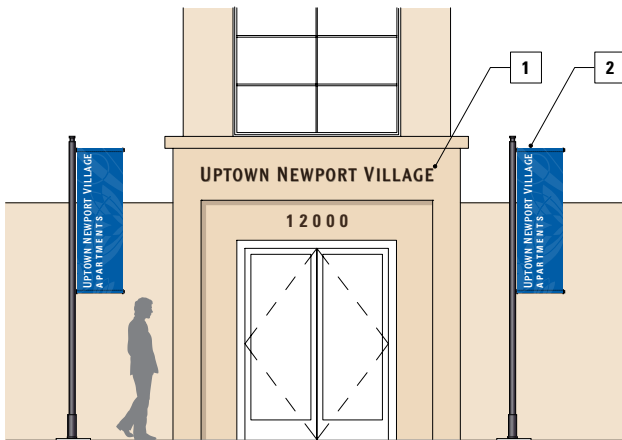
Tenant logotype or project standard typestyle in project standard color.

1

Individual flat cut or fabricated aluminum letters and numerals with paint finish. Letters to be pin mounted to building fascia with blind anchor studs.

2

Marketing banner adjacent to primary building entries. See Sign Type 13 for details. (Subject to City of Newport Beach Municipal Code).



6.7 – SIGN TYPE 4

On-Building Project Identification Signs

Purpose

Building mounted project identification sign located at primary building entries and leasing office.

Maximum Number

One sign per each primary building entry.
Four marketing banners adjacent to entry (subject to City of Newport Beach Municipal Code)

Location

On building fascia above or adjacent to entry or on architectural canopy at entry.

Sign Copy

Symbol/logotype and/or project or building name.

Maximum Sign Size

12'-0" Length

Maximum Sign Area

9 S.F.

Maximum Letter Size

9"

Sign Construction/Materials

Individual flat cut or fabricated aluminum letters and numerals with paint finish. Letters to be pin mounted to building fascia with blind anchor studs.

Method of Illumination

Halo illumination, or non-illuminated.

Typestyle

Project logotype or project standard typestyle.

1

Fabricated aluminum sign frame with changeable tenant ID panel. Sign to have paint finish. Sign copy can be internally illuminated with LED lamp or non-illuminated.



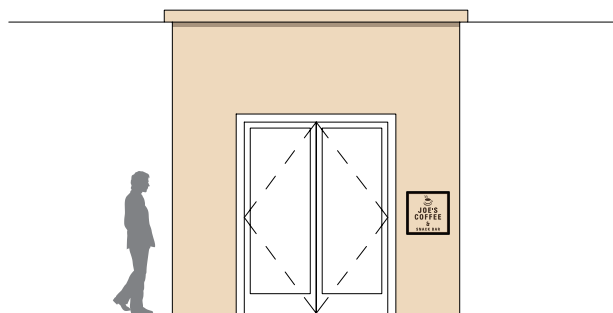
Blade Sign



Wall Sign



Fascia/Canopy Sign



Wall Sign

6.8 – SIGN TYPE 5**On-Building Retail Tenant Identification Signs****Purpose**

To identify business names of retail tenants.

Maximum Number

Two signs per retail space frontage with a primary entry. Corner spaces may have a third sign on a separate elevation subject to owner approval.

Location

On-building walls adjacent to primary store entry, on canopies above store entry and/or blade sign along storefront.

Sign Copy

Business name and symbol. Business descriptions or product descriptions are not permitted unless part of name.

Maximum Sign Size

2' x 2' wall sign, 12' (max) length canopy signs and 18" x 2' blade sign.

Maximum Sign Area

4 S.F. (Wall Sign), 36 S.F. (Canopy Sign),
36 S.F. (Blade Sign)

Maximum Letter Size

9"

Sign Construction/Materials

Fabricated aluminum sign frame with changeable tenant ID panel. Sign to have paint finish.

Method of Illumination

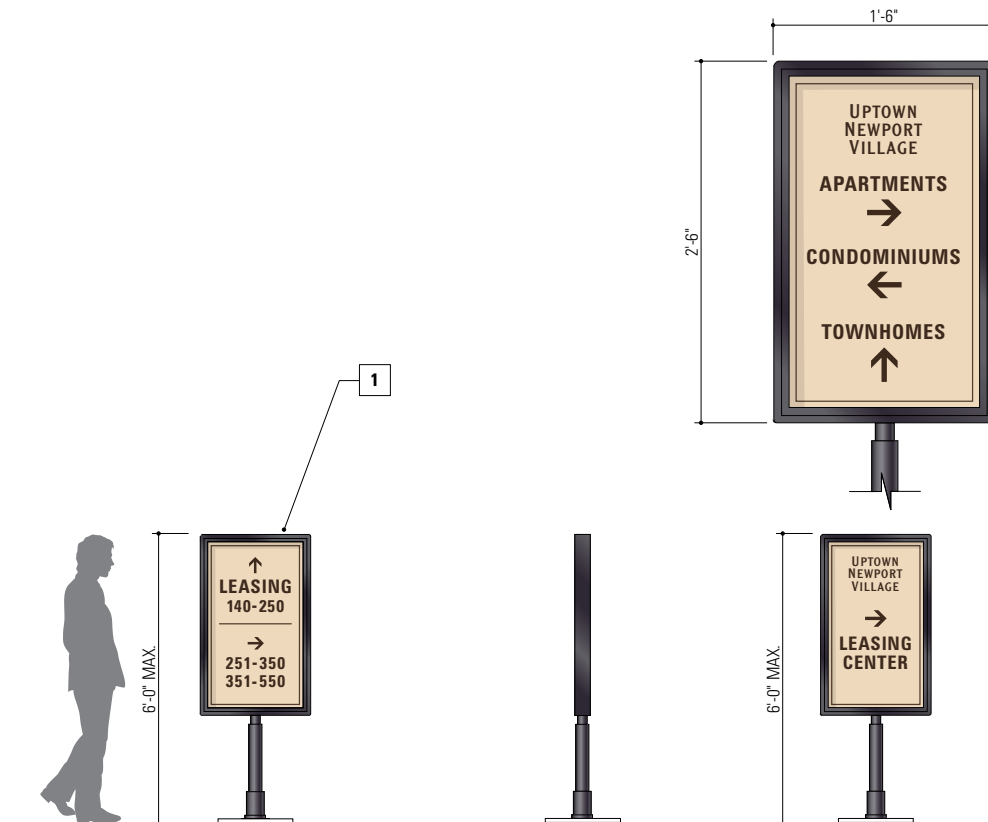
Internal illumination or non-illuminated.

Typestyle

Tenant logotype in project standard color.

1

Fabricated aluminum post and panel sign with paint finish. Copy to be reflective vinyl.



6.9 – SIGN TYPE 6

On-Site Advisory Signs

Purpose

Vehicular and pedestrian oriented signs to provide direction to on-site motorists and pedestrians as required to facilitate on-site wayfinding.

Maximum Number

As required.

Location

On site. Adjacent to project entries and drive aisles and along pedestrian walkways.

Sign Copy

Directional information with arrows to include identification of individual products within Uptown Newport.

Maximum Sign Height

6'-0" Height

Maximum Sign Area

9 S.F. Sign Panel

Maximum Letter Size

5"

Sign Construction/Materials

Fabricated aluminum post and panel with paint finish.

Method of Illumination

Non-illuminated.

Typestyle

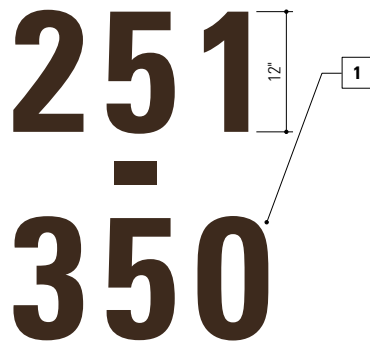
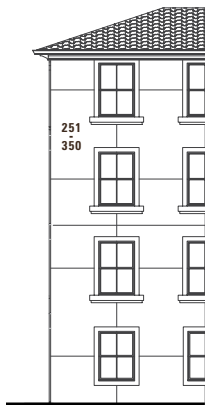
Project standard typestyle.

1

Fabricated aluminum numerals with paint finish. Numerals to have halo illumination with LED lamps. Method of illumination to be verified by City of Newport Beach.

2

Fabricated aluminum sign frame and panel with paint finish and raised numerals. Size of numerals to be verified by City of Newport Beach security/life safety requirements.



6.10 – SIGN TYPES 7 & 7A

Building and Unit Address Signs

Purpose

Code-required address signage to identify individual buildings and units within buildings.

Maximum Number

As required.

Location

On-building fascias at locations visible to visitors and emergency response vehicles.

Sign Copy

Building address and unit numbers.

Maximum Sign Height

12" address numerals – 2 1/2" unit numbers.

Maximum Sign Area

As required.

Maximum Letter Size

As required.

Sign Construction/Materials

Fabricated or flat cut aluminum address numerals and fabricated aluminum unit number plaque with paint finish.

Method of Illumination

As required.

Typestyle

Project standard typeface.

1

Fabricated aluminum frame and changeable sign panel with paint finish. Copy to be vinyl.



6.11 –SIGN TYPE 8

Amenity Identification Signs

Purpose

To identify on-site amenities within buildings to include recreation rooms, fitness centers, leasing office, etc.

Maximum Number

One sign per primary entry.

Location

On wall adjacent to primary entry.

Sign Copy

Amenity identification and hours of operation.

Maximum Sign Size

18" x 24"

Maximum Sign Area

3 S.F.

Maximum Letter Size

3"

Sign Construction/Materials

Fabricated aluminum frame and sign panel with paint finish.

Method of Illumination

Non-illuminated.

Typestyle

Project standard typestyle.

1

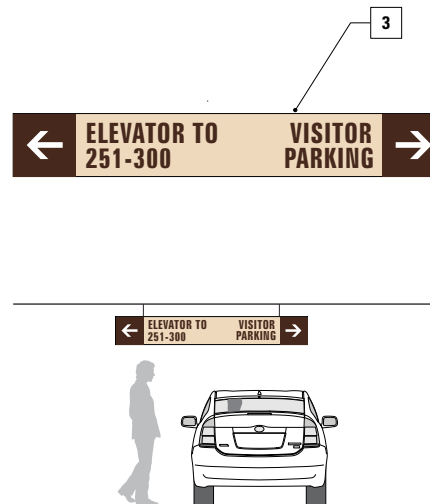
Individual fabricated or flat cut aluminum letters with paint finish. Letters to be pin mounted to fascia with blind anchor studs.

2

Aluminum fabricated bang bars with paint finish. Bars to be suspended from soffit as clearance requires by code.

3

1" thick lightweight MDO panel with paint finish. Graphic to be reflective vinyl. Panels to be suspended or beam mounted as determined by location/orientation.



6.12 –SIGN TYPE 9

Parking Garage Signage

Purpose

To identify vehicular entries into parking garages, address code required signage and provide vehicular and pedestrian directional/wayfinding signage to facilitate vehicular and pedestrian traffic.

Maximum Number

As required.

Location

At parking garage entries, elevator and stairs along drive aisles within garage.

Sign Copy

As required for wayfinding and by code.

Maximum Sign Size

As required.

Maximum Sign Area

As required.

Maximum Letter Size

As required by code and for legibility.

Sign Construction/Materials

Individual fabricated or flat cut aluminum letters with paint finish. MDO sign panels with paint finish.

Method of Illumination

Non-illuminated.

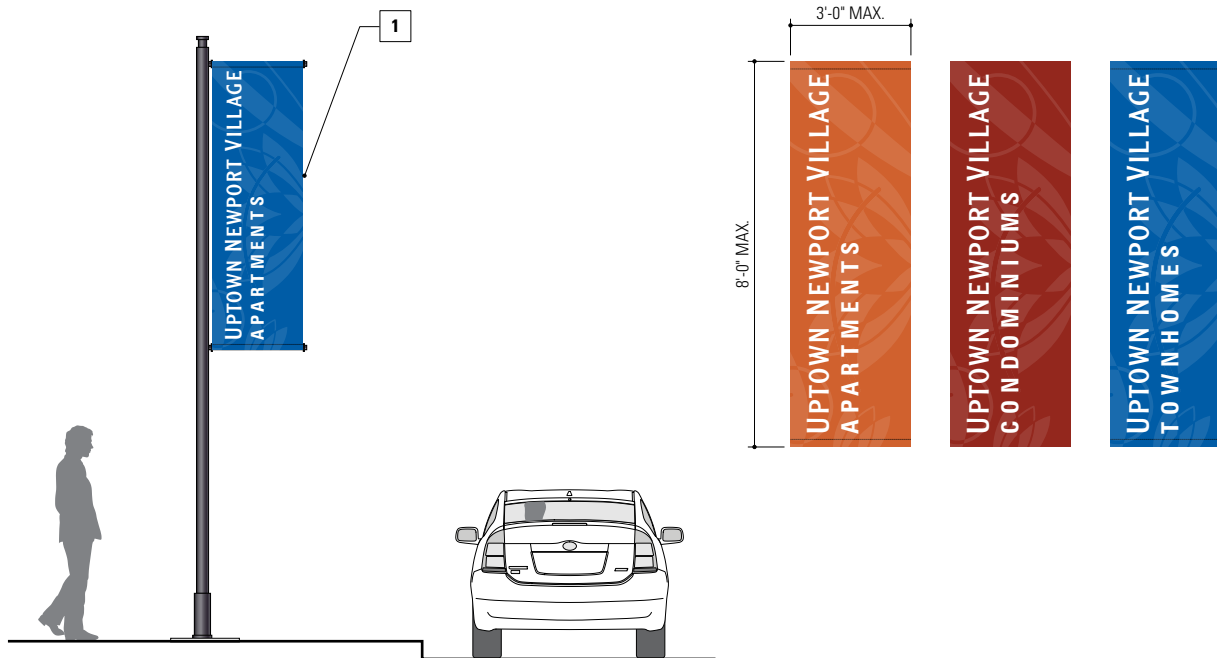
Typestyle

Project standard typestyle and graphics.

1

Aluminum support post with fabric or vinyl banner with silkscreened graphics to include copy and background imagery.

*Signs subject to City of Newport Beach Municipal Code



6.13 – SIGN TYPE 11

Marketing Banners

Purpose

To identify projects and products.

Maximum Number

Clusters of six (6) marketing banners at two locations and four per building entry.

Location

At locations adjacent to project entries on Jamboree and at primary entries to residential buildings.

Sign Copy

Project name and project description.

Maximum Sign Size

3' x 8' banner.

Maximum Sign Area

24 S.F.

Maximum Letter Size

9"

Sign Construction/Materials

Aluminum post with fabric or vinyl banner.

Method of Illumination

Non-illuminated.

Typestyle

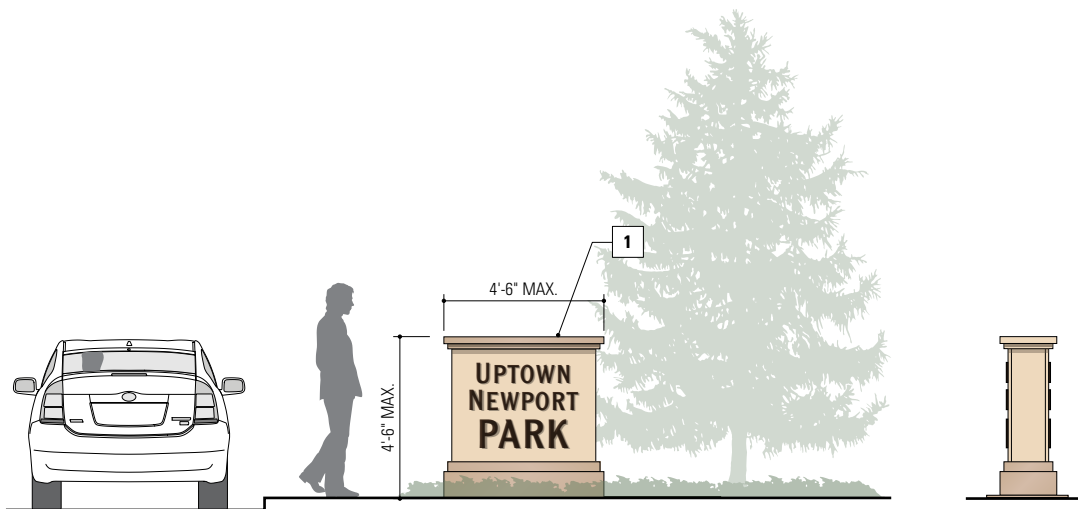
Project logotype and project standard typestyle.

Duration

Temporary signs shall be removed at the expiration of a temporary sign permit, or upon sale, lease or rental of the property has been consummated.

1

Fabricated aluminum cabinet with paint or faux plaster finish. Cabinet to rest on integral color cast concrete base.



6.14 – SIGN TYPE 12

Park Identification Signage

Purpose

To identify park.

Maximum Number

2 signs per park.

Location

At primary entries to park.

Sign Copy

Park name and hours.

Maximum Sign Height

4' - 6" height

Maximum Sign Area

14 S.F.

Maximum Letter Size

6"

Sign Construction/Materials

Aluminum cabinet on concrete base.

Method of Illumination

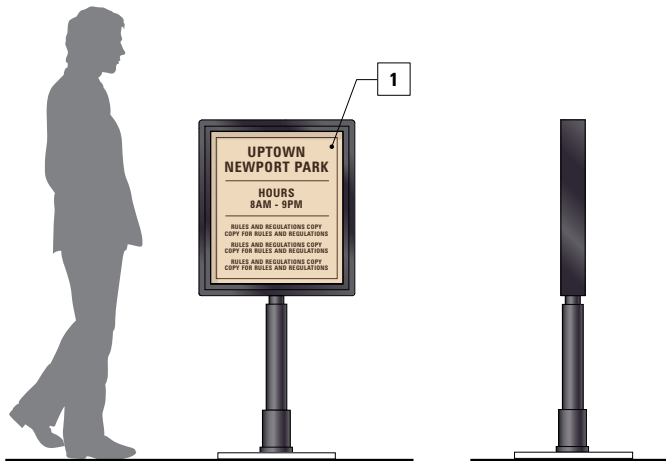
Non-illuminated or lit from ground mounted fixtures.

Typestyle

Project standard typestyle.

1

Fabricated aluminum post and panel sign with paint finish. Copy to be reflective vinyl.



6.15 – SIGN TYPE 13

Park Rules/Regulations Sign

Purpose

To identify park hours and rules/regulations.

Maximum Number

2 signs per park.

Location

At pedestrian entries to park.

Sign Copy

Park name, hours and listing of restricted activities.

Maximum Sign Size

4' - 6" height

Maximum Sign Area

4.5 S.F.

Maximum Letter Size

2"

Sign Construction/Materials

Fabricated aluminum sign panel and post with paint finish.

Method of Illumination

Non-illuminated.

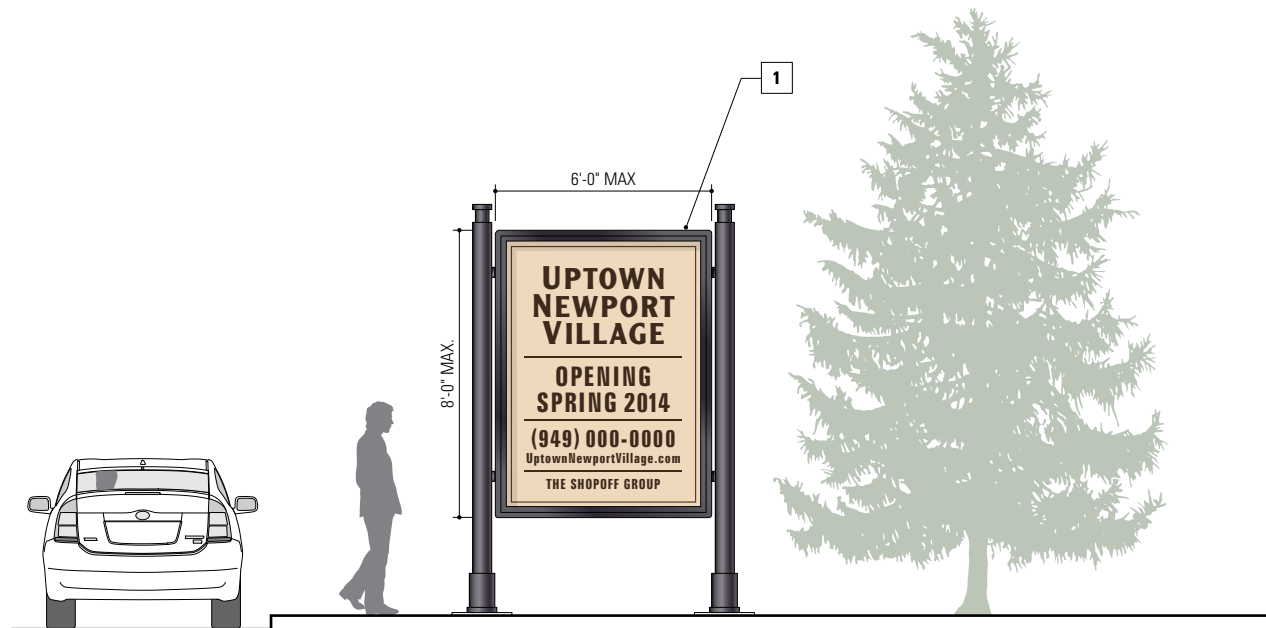
Typestyle

Project logotype and project standard typestyle.

1

Fabricated aluminum post and panel with paint finish.
Copy to be vinyl.

*Signs subject to City of Newport Beach Municipal Code



6.16 – SIGN TYPE 10

Marketing Signs

Purpose

To provide project information to include identification of future property use and leasing information. Construction barricade signage/graphics related to project opening, leasing and identification of development team.

Maximum Number

- Two (2) Future Facility sign along Jamboree Rd.
- Two (2) Leasing Information sign along Jamboree Rd.
- Two (2) leasing office directional signs.

Location

At various locations along Jamboree Road and along primary entry drives.

Sign Copy

Project logotype, information related to project opening/leasing and graphics on construction barricade.

Maximum Sign Size

6' x 8' sign panel.

Maximum Sign Area

48 S.F.

Maximum Letter Size

9"

Sign Construction/Materials

Fabricated aluminum post and panel with paint finish. Sign panel may have background with accent color.

Method of Illumination

Non-illuminated.

Typestyle

Project logotype and project standard typestyle.

Duration

Temporary signs shall be removed at the expiration of a temporary sign permit, or upon sale, lease or rental of the property has been consummated.

Attachment No. PC 4

Land Uses, Development Standards and
Procedures - Red-lined Word Document

UPTOWN NEWPORT – LAND USES, DEVELOPMENT STANDARDS AND PROCEDURES TEXT ONLY REDLINE JANUARY 25, 2013

1. Introduction and Purpose of Development Plan

1.1 INTRODUCTION

The Uptown Newport Planned Community Development Plan, hereinafter referred to as “the Uptown Newport PC” is located within the City of Newport Beach Airport Area. Regional access to the 25-acre project site (also referred to as “Subject Property”) is provided by Jamboree Road, Birch Street, Von Karman Avenue, and MacArthur Boulevard.

The Uptown Newport PC is located in close proximity to the 405, 73 and 55 Freeways via MacArthur Boulevard and Jamboree Road as shown on Figure 1-1. Uptown Newport is located near regional open space areas, including Upper Newport Bay, Mason Regional Park in Irvine and the San Joaquin Freshwater Marsh. It is also located near the University of California - Irvine (UCI) with immediate adjacency to the UCI North Campus opposite the Subject Property on Jamboree Road.

The Uptown Newport PC site was originally developed as part of the Koll Center Newport, and has been used for manufacturing telecommunications equipment and computer chips since the 1970's. The City's General Plan calls for infill development and redevelopment of the Airport Business Area. The General Plan allows for up to 2,200 residential units to be developed in the Airport Business Area. In September of 2010, the City approved the Integrated Conceptual Development Plan (ICDP), which provides to provide a framework for residential development on both the Koll Center Newport and Uptown Newport PC properties (the Uptown Newport PC site was referred to as the “Conexant Site” in the ICDP). The ICDP allocated 1,244 residential units and up to 11,500 square feet of retail to be developed on the Uptown Newport PC property and up to 260 residential units to be developed on the Koll property. The Uptown Newport PC provides the regulatory framework for redevelopment of the 25-acre property Subject Property into a high-density mixed use residential project.

1.2 AIRPORT AREA CONTEXT

Uptown Newport is located within the Conceptual Development Plan Area of the City's Airport Area, as defined by the City's General Plan. The Airport Area encompasses approximately 360 acres of land located southeast of the John Wayne Airport (JWA), and is bound by Jamboree Road, Campus Drive, and Bristol Street. The ICDP area includes a portion of the 75-acre Koll property, and the 25-acre Uptown Newport property. These two properties are part of the larger Koll Center, which was developed as a master planned campus office park, governed by the Koll Center Newport Planned Community Development Plan (PC-15 - Koll Center) adopted by the City of Newport Beach on August 14, 1972 (Ordinance No. 1449). The Koll Center Planned Community extends northeast from the intersection of MacArthur Boulevard and Jamboree Road to Campus Drive. Refer to Figure 1-2 for the location of the project site within the City of Newport Beach and in the context of the Airport Area.

1.3 IMMEDIATE CONTEXT

As illustrated in Figure 1-3, the Uptown Newport PC site is developed with two buildings aligned along the northwestern perimeter of the site. The northernmost building located at 4321 Jamboree ranges from approximately 40-50 feet in height. The building is approximately 311,452 square feet in size, and includes both industrial and supporting office uses. The southernmost building located at 4311 Jamboree is approximately 25 feet in height and approximately 126,675 square feet in size, and includes office uses, lab space, a data center, and cafe uses. Parking for both buildings is provided in adjacent surface parking lots.

The site is immediately bounded by Jamboree Road to the southeast, fast food restaurants to the northeast, and by existing office development within the Koll Center Newport to the northwest and southwest. Refer to Figure 1-3 for an illustration of the project site's orientation to nearby streets and surrounding land uses.

Direct access to the Uptown Newport PC is currently provided by two entries on Jamboree Road, one of which is signalized, and one entry on Birch Street. Von Karman Avenue to the northwest and MacArthur Boulevard to the west do not provide direct vehicular access to the Uptown Newport PC due to existing development within Koll Center Newport. An access drive easement is located at the western-most corner of the site and provides emergency access through the Koll Center Newport to Von Karman Avenue from the Uptown Newport PC.

1.4 PURPOSE

The Uptown Newport ~~PC~~Land Uses, Development Standards & Procedures coordinates and regulates development of the residential, commercial, open space, circulation and other land uses that may be developed within the Uptown Newport site. It also serves as the implementing zoning document for the property and implements the Newport Beach 2006 General Plan and the approved Integrated Conceptual Development Plan (ICDP). The ICDP encourages the development of coordinated, cohesive and environmentally-friendly residential and mixed use projects in the Airport Area, designed to create new urban villages with a distinctive sense of place.

The Uptown Newport PC provides a framework for converting the existing industrial uses at the project site into a new village within the Airport Area, with a mix of uses, densities and amenities. The proposed land use intensity is compatible with existing and anticipated development planned in the Airport Area. It also permits the existing industrial development as an allowed interim use until the existing TowerJazz lease expires, or until March 2027, whichever occurs first, and ensures an orderly transition to new residential mixed-use village land uses.

The Uptown Newport PC allows for the demolition and replacement of 438,127 square feet of existing industrial and office uses allocated to the Uptown Newport site with a residential and mixed-use development. The location of proposed land uses are illustrated on Figure 2-1. A new street system will be developed to provide appropriate circulation throughout the project site for both pedestrians and vehicles, breaking up the project site into multiple development areas.

1.5 RELATIONSHIP TO MUNICIPAL CODE

~~Whenever~~Except as otherwise noted in the Uptown Newport PC, whenever the development regulations of this plan conflict with the regulations of the Newport Beach Municipal Code, the regulations contained herein shall prevail. The Municipal Code shall regulate the Uptown Newport PC whenever regulations are not provided within these district regulations. All words and phrases used in the Uptown Newport PC shall have the same meaning and definition as used in the City of Newport Beach Municipal Code unless defined differently in this document.

1.6 RELATIONSHIP TO AIRPORT AREA CONCEPTUAL DEVELOPMENT PLAN

In 2006 the City of Newport Beach adopted a voter-approved comprehensive update to its General Plan, which includes a plan for infill development within the Airport Area (Statistical Area L4), located immediately east of John Wayne Airport and bounded by Jamboree Road, Campus Drive and Bristol Street. The policies promote the introduction of residential and mixed-use development within the airport area, provided that such development contributes to the creation of viable neighborhood clusters with appropriate infrastructure, pedestrian-oriented features and open spaces, and with a pattern of development that offers a strong sense of community and livability.

The General Plan policies allow for a maximum of 2,200 units of housing within the Airport Area. All but 550 of these units must replace existing development so that there is no net gain of vehicular trips; the 550 “additive” units may be constructed on existing surface parking lots or areas not used for occupiable buildings located east of MacArthur Boulevard. This area, referred to in the General Plan as the Conceptual Development Plan Area (depicted on Figure LU22 of the General Plan Land Use Element), has strong potential for the introduction of new residential development, as it includes two large tracts of assembled property, including the 75-acre Koll Center Newport property and the ~~25-acre~~ Uptown Newport site.

The Koll Center Newport and Uptown Newport properties require the adoption of a conceptual plan in accordance with the General Plan.

1.7 RELATIONSHIP TO THE INTEGRATED CONCEPTUAL DEVELOPMENT PLAN

In September of 2010, the City approved the Koll-Conexant ICDP, which provides a framework for residential development on both the Koll and Conexant properties within the Airport Business Area. The ICDP is aimed at fulfilling the policies of the General Plan, ensuring cohesive and ~~liveable~~livable neighborhoods oriented to parks and pedestrian ways, ~~and a finer-grained network of structures which will remain.~~ In the ICDP, the Uptown Newport PC property was referred to as the “Conexant Site”.

The ICDP establishes a framework for development of individual projects within the site area, including goals and guidelines for land uses, height and bulk of buildings, sustainable development practices, unifying landscape, lighting and signage themes, streets and pedestrian circulation, recreation and open space.

The ICDP provides for the redevelopment of the 25-acre Uptown Newport site and for the redevelopment of a 12.7-acre portion of the Koll Center office park between Birch Street and Von Karman Avenue with new residential development and open space, carefully integrated with existing office buildings and parking structures which will remain ~~on the Koll Center Newport site.~~ Connectivity within and between the two properties will be provided with existing and new pedestrian ways improved with parking lot screening, planting and/or enhanced pavings which are compatible between the Koll and Conexant properties.

The ICDP permits a total of up to 1,504 new residential units; 1,244 of which are planned and could be developed on the Uptown Newport site and the remaining 260 units on the Koll property (refer to Figure 1-5 and Table 1-1). Within the Uptown Newport PC, up to 632 units would replace existing industrial and office uses that are planned to be demolished. The remaining 290 units would be additive. The Uptown Newport PC includes the ability to construct up to 322 density bonus units ~~onsite~~on-site as an incentive to provide affordable housing in addition to that needed to satisfy the City’s affordable housing requirements.

The Uptown Newport PC was prepared based upon the goals, guidelines and principles of the ICDP, and is designed to implement in greater detail and specificity those goals, guidelines and principles.

1.8 RELATIONSHIP TO DESIGN GUIDELINES AND PHASING PLAN

~~The Uptown Newport PC~~This document sets forth the zoning regulations and land use standards for development within the Uptown Newport project. ~~The Uptown Newport PC~~It is intended to be used in conjunction with the Uptown Newport Design Guidelines and Phasing Plan for development within the Uptown Newport PC. The Design Guidelines provide additional standards, policies, and goals including; site planning, architectural, site development, landscape, and signage design guidelines that are intended to be used as a guide during the review process for implementing projects. The Phasing Plan outlines the phasing for the Uptown Newport PC, and is intended to be used as a general guide for the phasing of development within the Uptown Newport PC, including interim conditions between Phase 1 and Phase 2.

2. Land Use ~~and Development~~ Regulations

2.1 LAND USE

The Uptown Newport PC is intended to be a multi-family residential community with neighborhood-serving retail uses. Permitted uses are described in Section 2.1.2 and Table 2-2.

Prior to adoption of the Uptown Newport PC, development on the Uptown Newport property has been controlled by the Koll Center PC-15. The Uptown Newport PC replaces the Koll Center PC with respect to the development of the Uptown Newport site. It is recognized, however, that development and absorption of these elements within the Uptown Newport PC may require a span of several years to commence and complete, and that in the interim, industrial and commercial uses of the site will continue. Existing light industrial and office uses will be phased out as development is implemented. ~~Existing~~Prior to March 12, 2027 existing uses will continue to be allowed pursuant to the Uptown Newport PC and the Newport Beach Municipal Code (NBMC) relating to non-conforming uses and structures.

The conditions, standards, and other provisions of Uptown Newport PC are in no way intended to discourage or prohibit the continued uses of the existing industrial uses on the site as development of the urban village concept proceeds.

2.1.1 Existing Uses

Any use within the Uptown Newport PC lawfully existing at the time of the effective date of this PC may continue as an interim use and is subject to ~~NBMC. Existing the NBMC. Provided, however, existing~~ light industrial uses including their ancillary commercial/office related uses will cease ~~to be a permitted use until when~~ the existing TowerJazz lease expires, or until March 12, 2027, whichever comes first. Permitted existing uses consist of the following:

I. Existing Light Industrial Uses

A. To allow uses primarily engaged in research activities, provided that such activities are confined within a building or buildings and do not contribute excess noise, dust, smoke, vibration, odor, toxic or noxious matter to the surrounding environment nor contain a high hazard potential, due to the matter of the product material or processes involved. Such activities may include but shall not be limited to research laboratories and facilities, developmental laboratories and facilities and compatible light manufacturing related to the following list of examples:

1. Bio-Chemical

Chemical
Film and Photography
Medical and Dental
Metallurgy
Pharmaceutical
X-Ray

2. Manufacture, research assembly, testing components, devices, equipment and systems and parts and components such as but not limited to the following list of examples:

Coils, Tubes, Semi-Conductors
Communication, Navigation Control, Transmission and Reception Equipment, Control Equipment and Systems Guidance Equipment and Systems
Glass Edging, Beveling, and Silvering
Data Processing Equipment and Systems
Graphics, Art Equipment
Metering Instruments
Optical Devices, Equipment and Systems
Phonographs, Audio Units, Radio Equipment and Systems
Scientific and Mechanical Instruments
Testing Equipment

B. To allow the location of offices and areas associated with and accessory to the permitted light industrial uses listed under IA:

1. Administrative, professional and business offices
2. Regional or home offices of industries which are limited to a single use
3. Blueprinting, photostating, photo engraving, printing, publishing and bookbinding, provided that no on-site commercial service is associated with said uses
4. Cafeteria, cafe, restaurant, bar, theater/nightclub or auditorium subject to the procedures, regulations and guidelines set forth in the Newport Beach Municipal Code

II. Industrial Service and Support Facilities ~~Permitted~~ Permitted Uses

A. To allow a combination of general industry, business and professional offices, and industrial support activities, provided that such activities are confined within a building or buildings, and do not contribute excessive noise, dust, smoke, vibration, odor, toxic or noxious matter to the surrounding environment nor contain a high hazard potential due to the nature of the products, materials or processes involved.

1. All uses permitted under Part I

- a. Business and professional offices
- b. Industrial Support Facilities, to include activities limited to the sale of products or services
- c. Distribution and warehousing plants

2.1.2 Permitted Uses

Permitted uses are those uses set forth in Table 2-2. Accessory Uses as defined herein are also permitted. Land uses that are not listed in the table herein are not allowed, except as otherwise provided by Chapter 20.12 (Interpretation of Zoning Code Provisions) of the NBMC.

Interface between retail and residential uses will incorporate mitigation features as outlined in Chapter 3 of the Design Guidelines document to limit nuisances such as odors and noise generated by the retail uses. The residential use interior sound attenuation requirement shall be a CNEL value not exceeding an interior level of 45 dB.

Additional commercial/retail uses in excess of 11,500 square feet is permitted through conversion of residential units in accordance with the City's traffic neutral policy or through a transfer of development intensity consistent with the General Plan. Retail uses are permitted throughout the Uptown Newport PC.

Appropriate written notifications shall be provided to all initial and subsequent buyers, lessees, and renters within the Uptown Newport PC notifying them that the area is in the vicinity of John Wayne Airport and, as a result, residents and occupants of buildings may experience inconvenience, annoyance or discomfort arising from the noise resulting from aircraft operating at the ~~airport~~ airport.

2.1.3 Special Events

The mixed-use and open character of Uptown Newport may be conducive to the hosting of a variety of Special Events (as defined in NBMC) throughout the year. Special Events must comply with NBMC.

2.2 DEVELOPMENT PROGRAM

The development program in the Uptown Newport PC is consistent with those established by the ICDP and are identified in Table 2-1. The development program may be modified through amendments to the Uptown Newport PC or the approval of a ~~Transfer~~transfer of ~~Development Rights~~development rights. Carts, kiosks, temporary, and Accessory Uses are permitted and are not counted towards development units or square footage allocated in the Uptown Newport PC.

2.3 TRANSFER OF DEVELOPMENT RIGHTS

The transfer of development rights within this Planned Community to ~~or from~~ areas in the Airport Area Conceptual Development Plan identified in the General Plan is allowed in accordance with the permitted densities, the General Plan and NBMC.

3. Site Development Standards

3.1 PERMITTED HEIGHT OF STRUCTURES

The maximum height for low-rise and mid-rise buildings shall be 75 feet. The maximum building height for high-rise (as defined herein) portions of buildings is 150 feet. ~~A portion~~Portions of the site ~~features~~feature a maximum building height limit of 55 feet (see Figure 3-2). High-rise portions of buildings shall be set back an additional 15' beyond the required setback from property line. High-rise elements may be wholly or partially surrounded with low- and mid-rise structures. The distance between the high-rise portions of buildings shall be a minimum of 75 feet. All building heights are measured at Finished Grade as shown on grading plan or final subdivision map. The maximum Floor Plate of any high-rise portion of a building shall not exceed 25,000 square feet. The number of high-rise structures in each "high-rise zone" shall not exceed the maximum number shown in Figure 3-2.

All development must be constructed in conformance with the height restrictions set forth by Federal Aviation Administration (FAA), Federal Aviation Regulations (FAR) Part 77, and Caltrans Division of Aeronautics, and the height restrictions set forth by the Airport Environs Land Use Plan (AELUP) for John Wayne Airport and the Airport Land Use Commission (ALUC). It should be noted that the current aviation easement for JWA as adopted by the Orange County Board of Supervisors restricts the construction of buildings to a maximum height of 206 feet (NAVD 88), including all rooftop appurtenances.

Architectural Features are permitted and may exceed the maximum building height by up to 20 feet, provided that the maximum height of the building, including architectural features does not exceed 206 feet (NAVD 88), including all rooftop appurtenances. Such features must be an extension or complement of the architectural style of the building in terms of materials, design and color. Applicants shall file a Notice of Proposed Construction or Alteration with the FAA (Form 7460-1) for any construction cranes that exceed 200 feet in height above ground level.

3.2 BUILDINGS SETBACK REQUIREMENTS

3.2.1 Perimeter

The building setbacks to the perimeter property line shall be 15'. Exceptions include a 34' setback along the property line adjacent to Jamboree Road, a 10' setback along the southwest property edge, and a 30' setback along ~~a~~ portiontwo portions of the northern property line (see Figure 3-4).

3.2.2 Interior Streets

Along the Spine Street building setbacks shall be 27' from property line. Along all other streets building setbacks shall be 17' from property line. Exceptions include a 22' setback on the northeast edge of the secondary Jamboree Road Entry Drive.

3.2.3 Subterranean Setbacks

Subterranean parking structures or other underground structures (including foundations and footings) may project ~~a~~ into required building setbacks and shall be covered with a minimum 2' depth of soil for planting (see Figure 3-3). Subterranean parking structures may encroach into or extend underneath private or public paseos- provided that they are covered with pavers and raised planters.

The maximum distance a subterranean structure may encroach into the building setback is as follows:

- Spine Street: 10'
- Neighborhood Streets: 5'
- Entry Drives: 5'
- Perimeter property lines: 5'
- Jamboree frontage: not permitted

3.2.4 Stairways, Ramps and Patios

On Neighborhood Streets, stairways, front stoops, and ramps are permitted within the front setback and may extend to the back of walk (Figure 3-5).

Street-level private patios on Neighborhood Streets may extend 3 feet into the required building setback (Figure 3-6).

On the Spine Street, stairways, front stoops, and ramps are permitted within the front setback and may extend a maximum of 8 feet (Figure 3-7).

Street-level patios on the Spine Street may encroach a maximum of 4 feet into the required setback. Patio encroachments into the Jamboree Road setback are not permitted (Figure 3-8).

Ramps needed for accessibility may be placed into the street setback ~~but must be incorporated into the overall architectural design and landscape design of the buildings they serve~~ and shall be set back a minimum of 2 feet from the public sidewalk.

3.3 ON-SITE CIRCULATION

3.3.1 Street Hierarchy

Uptown Newport will feature a network of streets which are privately owned, built, and maintained, but accessible to the public. The street network is centered around the internal Spine Street and traffic roundabout, which includes a 36' paved section with the option of adjacent diagonal parking in certain locations (see Figures 3-9 and 3-10). The street network also features two Entry Drives (Figures 3-11 and 3-12) intersecting Jamboree Road, which also may feature diagonal parking. Neighborhood Streets (Figure 3-13) feature ~~tighter~~ reduced building setbacks and landscape dimensions than the Spine Street and Entry Drives. The Neighborhood Street along the southwesterly boundary will be gated for emergency access, but will allow for future connection to Von Karman Avenue upon future development of the Koll Center Newport (Figure 3-14). In Phase 2, the central Neighborhood Street will be extended to the northerly property line to allow for future connection to Von Karman Avenue upon future development of the Koll Center Newport.

3.3.2 Sidewalks

Sidewalks shall be provided on both sides of all internal streets and shall be a minimum of five feet in width, however, wider sidewalks are permitted. In cases where project streets are constructed adjacent to future phases, such streets may be allowed to have a sidewalk on one side only until such time that build-out occurs. The installation of parkway landscaping and street trees is required in such instances. All parkways are publicly accessible up to the back-of-walk. Walkways are not required adjacent to private drives, basement access drives or alleys. Streets shall be privately owned and maintained, but open to the public. Outdoor dining is permitted adjacent to retail uses as long as a minimum sidewalk width of five feet is maintained at all times.

3.4 PARKING REQUIREMENTS

Parking within the Uptown Newport PC shall be provided along internal streets and within structured parking that is integrated with residential and retail buildings. On-street parallel and diagonal parking for visitors, public parks and short-term resident parking shall be provided along internal streets. Structured parking shall be provided for residential and retail uses, and may consist of subterranean or above-grade parking structures. Above-grade parking structures shall be encapsulated or lined with residential units or retail space. Refer to Sections 2.4 and 3.74.11 of the Uptown Newport Design Guidelines for parking design standards and considerations.

Parking requirements for implementing projects within the Uptown Newport PC shall be based on the standards set forth herein as part of the site development review process (see Section 4.2).

Parking requirements are based on gross floor area for retail/office/ commercial uses and unit counts for residential units. Carts and kiosks for retail sales, covered or uncovered, shall not be included in the calculation of required parking. Accessory uses for residential developments shall not be included in the calculation of required parking.

Residential parking requirements for Uptown Newport are shown in Table 3-1. ~~Retail~~Parking for retail, restaurant, commercial, and all other uses not included in Table 3-1, and the dimensions of parking spaces, shall ~~conform to not be less than required by~~ NBMC ~~parking requirements~~.

Parallel and diagonal on-street parking is permitted on all internal streets and may be credited toward parking requirements for adjoining retail uses and guest parking requirements for adjoining residential uses. Parallel parking stall sizes shall conform to City of Newport Beach standards and will be permitted on one side of 32'-wide streets (paved section to face of curb) and both sides of a 36'-wide street (paved section to face of curb).

3.5 LANDSCAPING

Refer to NBMC for general landscape and irrigation plans and standards. Refer to Chapter 5 of the Uptown Newport Design Guidelines for landscape and hardscape design guidelines.

3.6 LIGHTING

Refer to NBMC for general exterior lighting standards. Refer to Chapter 5 and Section 3.4.9 of the Uptown Newport Design Guidelines for exterior lighting design guidelines.

3.7 RESIDENTIAL PARK, ON-SITE RECREATION & OPEN SPACE

3.7.1 Public Neighborhood Parks

Two (2) neighborhood parks shall be provided within Uptown Newport. The neighborhood parks shall be improved, maintained, and accessible to the public at times. Each neighborhood park shall comply with the following standards:

- 1.0 acre minimum in size, exclusive of adjacent parking spaces (cumulative total of at least 2.00 acres shall be provided);

2. 150 feet or more in dimension;
3. Surrounded by streets on at least two sides;
4. Linked to surrounding residential uses in its respective neighborhood by streets and pedestrian ways; and
5. Contains recreational amenities, which may include:
 - a. Active lawn area
 - b. ~~BBQ~~Barbecue courtyard
 - c. Children's play area
 - d. Other amenities as deemed appropriate by the Community Development Director
6. Have posted a notification to users regarding proximity to John Wayne Airport and related aircraft overflight and noise.

3.7.2 Private ~~Recreational Areas~~Open Space

On-site private ~~recreation amenities~~open space shall be provided in each building phase, individual residential building or complex. A total of 44 square feet of recreational areas shall be provided for each dwelling unit. These areas may include the following amenities:

1. Swimming pools/spas
2. Exercise facilities
3. Tennis courts
4. Basketball courts
5. Clubhouse rooms
6. Roof deck recreation areas
7. Community gardens
8. ~~BBQ~~Barbecue courtyards
9. Passive gathering spaces
10. Other amenities as deemed appropriate by the Community Development Director

3.7.3 Private Balconies

Private balconies may be provided for residential units. ~~If provided, balconies should be 60 square feet minimum for each residential unit.~~ Balconies above the ground level may encroach into required building setback areas by a maximum of two (2) feet into the Neighborhood Streets and four (4) feet into the Spine Street. Balcony encroachments into the Jamboree Road setback are not permitted.

3.7.4 Recreational Open Space

In addition to the public neighborhood parks, recreational open space shall be provided and shall be improved and maintained as common walkways or "paseos." These areas shall be provided with recreational amenities that may include the following:

1. Sitting and social gathering spaces with outdoor furniture
2. Exercise stations
3. Water, fountains, ponds and other such elements
4. Other amenities as deemed appropriate by the Community Development Director

3.8 PERIMETER WALLS AND FENCES

Walls and fences shall be provided along the perimeter of the Uptown Newport PC with the exception of along Jamboree Road. Perimeter walls and fences shall not exceed 6 feet in height. Interim walls built for the purposes of

sound attention may exceed the 6 foot height limit, but shall be buffered by low walls and/or landscaping. Refer to the Uptown Newport Design Guidelines and Phasing Plan for design standards for interim walls and fences.

3.9 INFRASTRUCTURE

3.9.1 Grading

Grading will be conducted and undertaken in a manner consistent with the Uptown Newport Design Guidelines and Phasing Plan as well as applicable grading standards and ordinances of the City of Newport Beach.

3.9.2 Drainage

Drainage will be in accordance with the Uptown Newport Design Guidelines and Phasing Plan as well as applicable standards and ordinances of the City of Newport Beach. This will include approval and implementation of a Water Quality Management Plan that will incorporate Low Impact Development principles.

4. Planned Community Development Plan Implementation

4.1 MASTER SITE DEVELOPMENT PLAN REVIEW

A Master Developer will develop the Master Site Improvements as described in this Section 4 or depicted on Figure 4-1. The Master Site Improvements will be developed in two primary phases to coincide with the Uptown Newport Phasing Plan, and will provide for the cohesive development within the Uptown Newport PC. All Master Site Improvements in a phase shall be bonded for at the time of the grading permit for that phase. Individual building parcels will be developed by merchant builders, with development of individual building sites subject to the Site Development Review process outlined in Section 4.2 herein.

Except as otherwise maintained by a public utility or agency, a Master Association for Uptown Newport shall be created and responsible for maintaining the Master Site Improvements upon acceptance of the completed improvements from the Master Developer. The Master Site Improvements will be maintained by the Master Developer until such time as the Master Site Improvements are accepted by either a public utility, public agency, or the Master Association.

Master Site Improvements include the following:

1. Demolition, site preparation and rough grading;
2. Backbone storm drain system within the ~~public~~ streets;
3. Sanitary sewer system within the ~~public~~ streets;
4. Water distribution system within the ~~public~~ streets;
5. Reclaimed water distribution system within the ~~public~~ streets;
6. ~~Public street~~ Street improvements, including street paving, _____ curb and gutter, sidewalk, parkway improvements to the back of sidewalk;
7. Common area fencing and walls;
8. Neighborhood Park improvements for the two (2) public parks;
9. Landscape improvements within common areas, including: public street parkways to the back of sidewalk; project entries; Jamboree Road parkway and Class 1 and multi-use trail; Neighborhood Park landscape improvements; paseo landscape improvements;
10. Master street light and common area lighting improvements;
11. Dry utilities;
12. Master community signage.

A Master Site Development Plan shall be prepared to implement the Master Site Improvements within the Uptown Newport PC. The purpose of the Master Site Development Plan review is to ensure that the Uptown Newport site is developed consistent with the Uptown Newport ~~PGI~~Land Uses, Development Standards & Procedures, Design Guidelines, Phasing Plan, Development Agreement, applicable environmental mitigation measures, and applicable City Codes and standards, as well as to ensure that the Master Site Improvements are constructed and completed in a manner that provides for a complete and cohesive master plan.

4.1.1 Application

~~Approval~~Review and approval of the Master Site Development Plan application shall be conducted by the City of Newport Beach Planning Commission in accordance with the procedures for a Major Site Review application outlined in NBMC, with the exception of proposed buildings. Proposed buildings within the Uptown Newport PC shall be ~~implemented~~evaluated in accordance with the Site Development Review process outlined in Section 4.2 herein.

Plans shall be prepared for the public and common area elements within the Uptown Newport PC, including streets^{7.2}. The Master Site Development Plan application shall include the following plans for the Uptown Newport project, with separate Master Site Plans prepared for both Phase 1 and Phase 2:

1. Preliminary grading plans;
2. Preliminary street improvement plans;
3. Preliminary master landscape plans and plant palette;
4. Preliminary public parks and ~~paseos~~paseo plans;
5. Preliminary master wall/fence plans;
6. Preliminary master lighting plan (street lights and common area lighting);
7. Preliminary master sign plan.

4.2 SITE DEVELOPMENT REVIEW

The purpose of the Site Development Review process is to ensure ~~implementing~~ projects within the Uptown Newport PC are implemented consistent with the goals and policies of the General Plan, provisions of this ~~Planned Community Development Plan~~document, Uptown Newport Design Guidelines, Uptown Newport Phasing Plan, Tentative Tract Map, the Development Agreement, applicable environmental mitigation measures, and consistent with the findings set forth below in sub-section 4.2.~~32~~.

4.2.1 Application

Approval of Site Development Review application by the Community Development Director shall be required prior to the issuance of a grading or building permit for the following:

1. New buildings
2. Neighborhood parks and paseos
3. On-site recreational amenities

~~Signs~~Retail identification signs, tenant improvements to permitted buildings, kiosks, and temporary structures are exempt from the Site Development Review process and are subject to the applicable ministerial permits required by the NBMC.

No public hearing shall be required for a Site Development Review application; however, a public hearing shall be conducted prior to any decision on an application that includes a request for a Minor Use Permit or a Conditional Use Permit, or to adjust development standards, ~~a MUP, or a CUP~~. Notice of the public hearing shall be provided, and the hearing shall be conducted, in compliance with Chapter 20.62 (Public Hearings).

4.2.~~32~~ Findings

Consistent with the general purposes set forth in ~~sub~~-section 4.2, the Community Development Director may approve or conditionally approve a site development review application, only after first making the following findings:

1. The development shall be in compliance with all ~~other~~ provisions of the Uptown Newport _____
Planned Community Development Plan Land Uses, Development
Standards & Procedures;

2. The development shall be consistent with the _____ Uptown Newport Design Guidelines
and Phasing Plan;

~~33.~~ On-site landscaping that is not part of the Master Site Improvements shall be consistent with
the master landscape plant palette.

4. The following criteria shall be considered during the review of a Site Development Review
application:

a. Compliance with this Section, the General Plan, the ~~NBMC~~Newport Beach Municipal
Code, and other _____ applicable criteria _____ and policies related to the use or ____
_____ structure;

b. The compatibility in terms of bulk, scale, and _____ aesthetic treatment of structures on
the site and adjacent developments and public areas;

c. The adequacy, efficiency, and safety of pedestrian _____ and vehicular access, including drive aisles,
driveways, and parking and loading spaces;

d. The adequacy and efficiency of landscaping and _____ open space areas and the use of water
efficient plant and irrigation materials;

e. Not detrimental to the harmonious and orderly _____ growth of the City, or endanger, jeopardize,
or otherwise constitute a hazard to the public _____ convenience, health,
interest, safety, or general _____ welfare of persons residing or working in _____ the
neighborhood of the proposed development.

4.2.43 Contents

The Site Development Review application shall be filed with the Community Development Department on the appropriate City application form, together with all required fees and/or deposit and all other information and materials specified by the Community Development Director for the specific type of application. The following plans or exhibits shall be required unless waived by the Community Development Director:

1. Site Plan clearly depicting existing conditions including adjacent structures and proposed improvements
2. Floor Plans
3. Elevations that clearly demonstrate the architectural theme of each face of all structures, including walls and signs, illustrating the following:
 - a. All exterior materials and manner of application
 - b. All exterior colors
 - c. Building heights

| **54.** Plans and description of improvements for any on-site public and private recreational amenities and/or open space areas, including furnishings and signage.

| **65.** Preliminary Landscape Plan, illustrating:

- a. General location of all plant materials, by common and botanical names with photographs
- b. Size of plant materials
- c. Irrigation concept

| **76.** Lighting Plan, including the location, fixture height, lighting fixture product type and technical specifications

| **87.** An analysis, including any supporting documentation, of the project's consistency with the General Plan, Planned Community Development Plan Land Uses Development Standards & Procedures, Design Guidelines, and Phasing Plan

| **98.** Any additional information, studies or materials that the Community Development Director deems necessary

| **4.2.54 Expiration**

Any site development review approved in accordance with the terms of this planned community development plan shall expire within twenty-four (24) months from the effective date of final approval, as specified in Chapter 20.54 of the NBMC, unless at the time of approval the Community Development Director has specified a different period of time or an extension is otherwise granted.

| **4.2.65 Fees**

The applicant shall pay a fee as established by Resolution of the Newport Beach City Council for each application for Site Development Review under this Planned Community Development Plan.

4.3 PLAN CHECK REVIEW

Working drawings for building permit issuances will be conducted by plan check review by City Staff in accordance with the procedures set forth by the Community Development Department.

4.3.1 Application

Application forms, plans, fees, and supporting application materials shall be submitted to the Community Development Department Building Division in accordance with the applicable submittal requirements of the Building Division.

5. Definitions

All words and phrases used in this Uptown Newport PC, as well as the supporting Design Guidelines and Phasing Plan, shall have the same meaning and definition as used in the City of Newport Beach Municipal Code unless defined differently in this section.

Accessory Use: A supporting use to a permitted use, also includes residential support uses such as leasing/sales/property management offices, fitness and recreation facilities, etc. Such supporting uses do not require a conditional use permit approval, are permitted by right and do not count towards the allowable 11,500 square feet of commercial space.

Architectural Features: A prominent or significant part or element of the design of a building, structure, or site. Such features must be an extension of the architectural style of the building in terms of materials, design and color. Examples may include, but are not limited to, turrets, towers, cupolas, etc.

Building Elevation: The exterior wall surface formed by one (1) side of the building

Building Height: Building height is measured from the corresponding point on the roof to the exterior finished grade. If the building is on a sloping surface, the height measurement is taken from the building entrance. Exceptions include but are not limited to below grade parking structures, motor courts, and retaining walls.

Developable Area: The total area of a site less the following:

- a. Publicly dedicated Rights of Way; and
- b. Any dedicated public Park areas.

~~**Kiosks:** Carts and kiosks are small (75 square feet or less), freestanding structures used for retail sales and services. Generally mobile in terms of ease of relocation, the structures can be seasonal, temporary or for a more permanent use.~~

Effective Date of the Uptown Newport PC: The date on which the Uptown Newport PC is approved by the Newport Beach City Council.

Eye Level: The height of 5 feet measured from grade.

Floor Plate: A floor of a building, as depicted by a floor plan, encompassing all building elements on the floor as defined by the exterior enclosing walls.

High-Rise: Any structure with a building height above 75 feet.

~~**Kiosks:** Carts and kiosks are small (75 square feet or less), freestanding facilities used for retail sales and services.~~
~~**NBMC:** Newport Beach Municipal Code~~

~~**Neighborhood Park:** A lot or area of land set aside, designated, dedicated, or reserved for public and private use or enjoyment designed and accessible for outdoor living, active or passive recreation, pedestrian access, or landscaping.~~

~~Generally mobile in terms of ease of relocation, the structures can be seasonal, temporary or for a more permanent use.~~

Master Association: A California nonprofit public benefit corporation, formed pursuant to the California Nonprofit Public Benefit Corporation Law to manage and operate community and public property within Uptown Newport. The Master Association is an "association" as defined in Section 1351(a) of the California Civil Code. The Master Association is an association of all the member associations to manage the common elements within Uptown Newport shared by submember associations.

Master Site Improvements: Any structure or other work of improvement within the public or common areas within the Uptown Newport Planned Community, and any appurtenance thereto, including streets, parks, landscaping, irrigation equipment, paved areas, surface finishes, signs, light fixtures, driveways, walkways, walls, utilities, public services, drainage facilities, and all other fixtures attached to the land and work required in order to install such facilities. The Design Guidelines may, but are not required to, identify additional items that are Improvements.

Master Developer: The Master Developer is responsible for managing the development and disposition of the site from initiation to final build-out, overseeing site preparation and infrastructure development, and asset management. The master developer may or may not be involved in construction of buildings.

Master Site Development Plan: Master Site Plan means the Master Site Development as depicted in Figure 2-2 of the Uptown Newport Design Guidelines and described in Section 4 of this document.

NBMC: Newport Beach Municipal Code

Neighborhood Park: A lot or area of land set aside, designated, dedicated, or reserved for public use or enjoyment designed and accessible for outdoor living, active or passive recreation, pedestrian access, or landscaping.

Parking Structure: Structures containing more than one story principally dedicated to parking. Parking structures may contain ~~accessory uses~~ Accessory Uses.

Pedestrian Ways: Any walkway, path, plaza, arcade or corridor, either covered or open to the sky, which is primarily for use by people on foot.

Podium: A superposed terrace conforming to a building's plan, a continuous pedestal.

~~**Public Streets:** Those areas designated for vehicular circulation within Uptown Newport as specified in Section 3.3.1 of this document.~~

Rooftop Appurtenance: Rooftop appurtenances include, but are not limited to, non-habitable mechanical equipment, stairwell and elevator shaft housing, antennae, window washing equipment, and wireless communication facilities.

Streets: Those areas designated for vehicular circulation including public access easements within Uptown Newport as specified in Section 3.3.1 of this document.

Attachment No. PC 5
Phasing Plan - Red-lined
Word Document

UPTOWN NEWPORT – PHASING PLAN TEXT ONLY REDLINE

JANUARY 25, 2013

1.1 PURPOSE AND INTENT

The Uptown Newport Phasing Plan outlines the phasing of the proposed development within the Uptown Newport ~~PC~~, Planned Community Development Plan (Uptown Newport PC), and is intended to be used as a general guide for the planning and implementation of the phased development within the Uptown Newport PC.

New residential and commercial development within the subject property shall be subject to the Uptown Newport PC Land Uses, Development Standards & Procedures and Design Guidelines. Existing on-site land uses are allowed to continue as nonconforming uses, in compliance with Newport Beach Municipal Code (NBMC) Chapter 20.38 and the Uptown Newport PC.

1.2 PHASING SUMMARY

The Uptown Newport project will include redevelopment of the 25-acre property into a high-density mixed ~~use~~ residential project. Up to 1,244 residential units, 11,500 square feet of retail, and 2 acres of park space are planned as part of the project. The plan calls for the approximate 25-acre site to be configured with a pattern of streets and development areas that provide a pedestrian-friendly environment, with strong connectivity to adjacent commercial/office areas.

The project is anticipated to be developed in two primary phases. Phase 1 will include demolition of the existing single-story office building at 4311 Jamboree (the “Half Dome Building”), and development of the westerly portion of the property, including the frontage along Jamboree Road. Phase 1 development will include approximately 680 units and 11,500 square feet of retail, and is projected to commence in 2014 with build-out of Phase 1 through 2017.

The number of units developed within Phase 1 or Phase 2 may be less than or greater than the number of units specified herein provided that the units are allocated to the site through replacement of existing office or industrial uses, additive units, affordable housing units, or affordable housing density bonus units.

The minimum number of units at build-out of the project shall not be less than 30 dwelling units per acre based on the net developable acreage shown on the final map. Units not developed as part of Phase 1 will be available for Phase 2 development. The minimum and maximum number of units by phase is shown on Table 1-1 ~~below~~.

Table 1-1: Units by Phase

	Minimum	Maximum
Phase 1	350	680
<u>Phase 2</u>	<u>350</u>	<u>564</u>
Total	700	1,244

The TowerJazz semiconductor facility is an existing semiconductor chip manufacturing facility that operates on the Uptown Newport property. The operation of ~~the TowerJazz facility~~ may continue as an

interim use within the Uptown Newport PC. In accordance with the Uptown Newport PC, interim light industrial uses shall cease to be an allowed use after March 12, 2027.

Phase 2 will include demolition of the TowerJazz building and development of approximately 564 units on ~~on~~ the easterly portion of the property. Development of Phase 2 is anticipated to commence in the spring of 2017 with build-out through 2021. Timing for Phase 2 development is contingent on the existing lease of the TowerJazz ~~Buildingbuilding~~, which is currently set to expire in March 2017, but has the option to extend to 2027.

2.1 DEMOLITION

Phase 1 will include demolition of the ~~Half Dome Buildingexisting building~~ at 4311 Jamboree Road- ~~(the "Half Dome" building)~~. The Half Dome building is a 126,675 square foot single-story commercial building that is used for office, light industrial, storage, and café services (Figure 2-1). The TowerJazz ~~Buildingbuilding~~ and associated mechanical equipment located at 4321 Jamboree Road along the northern property boundary are planned for demolition in Phase 2 development~~-in Phase 2~~ and will remain in operation during development of Phase 1. The existing SCE substation, located at the northwest corner of Fairchild Road and Jamboree Road, will remain during Phase 1. This area will be developed as part of Phase 2.

Phase 1 ~~Demolition~~demolition activities involve: removing equipment, furniture and machinery from the Half Dome ~~Buildingbuilding~~; abating asbestos and lead-based paint as needed; decommissioning of utilities serving the Half ~~Building Dome building~~; demolishing and removing the Half Dome ~~Buildingbuilding~~, removing foundations and footings; and removing above-ground storage tanks (ASTs). Utilities and piping serving the Half Dome ~~Buildingbuilding~~ would also be removed, cut or capped. The asphalt parking lot, light fixtures, and landscaped islands will be removed. Asphalt, concrete, metal, and other demolition materials will be considered for recycling either ~~on-~~ or off-site.

In addition, the existing 2,200 gallon liquid ammonia tank that is currently located in between the two existing on-site buildings will be relocated at least 200 feet from residential buildings within Phase 1.

2.2 SITE PREPARATION

Site preparation in Phase 1 will require the removal of any unsuitable fill material, stockpiles, vegetation, and organic or non-organic materials resulting from the demolition and clearing/grubbing operation.

Based on the previous investigations, development of Phase 1 will not encroach within the area of known environmental impacts, and does not pose unacceptable health risks to future residents. A Human Health Risk Assessment (HHRA) has been prepared for Phase 1 to evaluate the potential for environmental health risks associated with the known environmental impacts at the site. The HHRA has been approved by the Regional Water Quality Control Board (RWQCB) and no further remediation is required within Phase 1.

3.1 GRADING AND EARTHWORK

The grading operation will involve the cutting and filling of the site to establish building pads, roadway sub-grades and park areas at elevations shown on a City-approved grading plan. At the completion of site preparation, zones of loose unsuitable materials, if any, will be identified. It may be necessary to remove the soils in these localized areas to a greater depth than the overall recommendation. Areas to receive fill and those areas under buildings and roadways will require over-excavation to remove and compact existing soils prior to placing any fill, as recommended in the geotechnical report.

Grading and earthwork for Phase 1 will require interim slopes and/or retaining walls along the interface with the TowerJazz ~~Building~~ and its associated mechanical equipment areas. These interim slopes and walls will subsequently be removed with the grading of Phase 2.

Grading will be designed to optimize the balance of cut and fill, in both phases of the site development. The design of the grading anticipates the likelihood of subterranean parking levels beneath the proposed buildings. Material excavated to establish the subterranean pad envelopes will be used as fill to bring site grades up to elevations that are planned to be several feet above existing grades (see Figure 3-1).

Generally, the grading is designed such that the first floor elevations of the residential buildings are two to four feet above the surrounding street grades. The grading concept illustrated in Figure 3-1 is based on one level of subterranean parking within the larger building envelopes.

The grading plan is designed to balance cut and fill materials from the grading operation. Grades will be adjusted during final design to minimize the need to import or export soil during grading operations to the extent practical. However, final building design and grades may create the need to import or export soil from the site.

An export situation could occur to the extent that these building envelopes have a second level of subterranean parking. Should all of the larger envelopes in Phase 1 have two levels of subterranean parking, then the cut volume would increase by approximately 90,000 cubic yards, much of which would have to be exported from the site. Excess cut material will be transported to locations and by routes approved by the City traffic engineer.

3.2 UTILITIES AND DRAINAGE

3.2.1 Water

The proposed on-site water system will consist of a network of underground mains that in Phase 1 will have at least two connections to an existing Irvine Ranch Water District (IRWD) line in Jamboree Road. The Phase 1 system will include connections to supply both domestic and fire protection water service to the TowerJazz facility (see Figure 3-2). The on-site water system will be designed and installed in accordance with IRWD standards so that upon completion of construction it may be turned over to IRWD for operation and maintenance. Appropriate easements will be granted to IRWD for these facilities.

3.2.2 Sewer

The sewer system has been designed to take advantage of existing City and Orange County Sanitation District (OCSD) facilities that currently serve the site. To the extent possible, the proposed on-site sewer system will be located within the site roadway system. The design of the sewer system for Phase 1 must take into account the need to provide continued service to the existing TowerJazz ~~Semiconductor~~

~~facility-building.~~ In that regard, it is anticipated that elements of the Phase 1 sewer system will connect on an interim basis to existing lines within the TowerJazz area (See Figure 3-3). ~~Other portions of the Phase 1 sewer system will connect to a previously designed but un-built extension of a City of Newport Beach sewer line within Jamboree Road.~~

Because the TowerJazz facility produces a significant daily discharge (up to 1.0 mgd) to the public sewer system, it is important that the design of the Phase 1 sewer system include an evaluation of the capacities of the downstream City and OCSD facilities. Since multiple options are available for connecting to the public system, the choice of which connection(s) to tie into should be based on available downstream capacity as well as the physical location and elevation of the point of connection.

3.2.3 Drainage & Water Quality

Runoff from the site is currently conveyed by underground storm drains to the existing drainage ponds along Von Karman Avenue to the northwest of the property. The proposed on site storm drain system will consist of a system of underground pipes that will convey storm water runoff to the existing downstream off-site system using several points of connection along the northwest side of the site. Since the existing on-site underground storm drain system conflicts with locations of the proposed buildings, this system will be sequentially removed and replaced with the new system. Because the proposed project will have more vegetated open space areas than currently exists on the site, the amount of post-development runoff will be less than existing.

Within the Phase 1 development area, existing underground lines will be removed during site preparation and grading. A new underground system will be installed to serve the proposed development. The proposed storm drain system for Phase 1 will tie into existing storm drain lines within the TowerJazz mechanical equipment area. The conceptual Phase 1 storm drain system is illustrated in Figure 3-4.

The proposed project is designed to comply with the requirements of the adopted North Orange County MS4 Permit that regulates storm water discharges pursuant to the National Pollution Discharge Elimination System (NPDES). A preliminary Water Quality Management Plan (WQMP) has been prepared for Uptown Newport. A final WQMP will be prepared during final design. The WQMP identifies the measures to be implemented in each of the two phases of development to minimize the effects of urbanization on stormwater runoff quality and quantity.

The implementation of the WQMP will be sequenced by phase such that in Phase 1, the BMP's will be sufficient to adequately treat the area developed in that phase. When the balance of the site is developed in Phase 2, the remainder of the BMP's will be installed to treat the additional area of development. To the extent possible, the master developer should provide BMP's for the design capture volume for the site. However, it may be necessary for merchant builders to treat runoff from their respective pad areas.

For the construction phase of the project, a Storm Water Pollution Prevention Plan (SWPPP) will be prepared prior to grading activities. This plan will specify the BMP's to be deployed during grading and construction of the project to minimize deleterious effects on the quality of stormwater runoff from the project.

Best Management Practices (BMP's) will include infiltration with bioretention in landscape and park areas, planter boxes with underdrains, vegetated filter strips, and proprietary treatment systems. The

downstream ponds in Koll Center Newport will provide further water quality treatment through aeration and settlement of silt and sediments.

3.2.4 Dry Utilities

The site is currently served by existing 66kV electric lines that run along the northerly side of Jamboree Road and the existing Southern California Edison (SCE) substation located at the southwesterly corner of the site at the intersection of Jamboree Road and Fairchild Road. The 66kV electric service is stepped down to 12kV electric service at the substation and currently serves the Half Dome and TowerJazz Buildings as well as equipment operated by TowerJazz Semiconductor.

The existing 66kV electric lines will continue to serve the property for Phase 1. Electric service for the Phase 1 development will feed off of the existing 66kV distribution line along Jamboree Road and will be distributed through Phase 1 in underground distribution lines. Electric transformers serving Phase 1 are anticipated to be incorporated into the proposed building structures or ~~will be screened~~buffered from view to the public.

The SCE substation will also remain in service during development of Phase 1, but will only serve the TowerJazz ~~Building~~building and TowerJazz equipment. The SCE substation will be screened with landscaping in accordance with the Uptown Newport PC and Design Guidelines.

Natural gas is provided to the site by the Southern California Gas Company by an existing 8" natural gas line located in Jamboree Road. Natural gas service for Phase 1 development will continue to be served from the existing gas line located in Jamboree Road.

AT&T phone service and Cox Communications fiber optic service are available in Jamboree Road along the frontage of Phase 1 development.

3.3 VEHICULAR CIRCULATION

The internal circulation system to serve Phase 1 will include two intersections with Jamboree Road. The southerly intersection will be located at the present location of the existing signalized entry opposite Fairchild Road. At the northerly intersection there will be both right-turn and left-turn ingress from Jamboree Road. Egress will be right-turn-only to Jamboree Road. Left turn egress will be prevented by signage and a raised median in Jamboree Road. This intersection will not be signalized.

The on-site roadway system will be privately owned and maintained, but open to the public. Driveways off the roadways in Phase 1 will provide direct access to parking within each building envelope. Street parking will be available in designated locations. Roadway widths, turning radii, and turn-around dimensions will be designed to accommodate truck movements and fire equipment.

The Phase 1 roadway system will include a gated connection to the TowerJazz parking area. In the southwest corner of the site, the Phase 1 roadway will provide gated access to the TowerJazz equipment yard and emergency vehicle access to the Koll property. The Phase 1 system will also provide vehicular access to the SCE substation at the south end of the property.

The existing emergency vehicle access to and from the Koll Center Newport property in Phase 1 as depicted in Figure 3-5 and 6-5 shall be preserved in perpetuity. This connection through Koll Center Newport to Von Karman Avenue may be expanded to allow for future public access for pedestrians, bicycles, and vehicles in the future.

3.4 PEDESTRIAN & BICYCLE CIRCULATION

Phase 1 pedestrian circulation will be provided through a sidewalk system on each side of the Spine Street and Neighborhood Streets. These paths, as well as paseos between buildings and around the park, will connect the residential buildings with the on-site retail, the park, and all off-site adjacencies. Bicycles will be permitted on all streets and paseos within the Uptown Newport PC. The TowerJazz facility will maintain its northwest building entrance and will be accessible from the Uptown Newport pedestrian circulation system. The Class I pedestrian and bicycle trail will be constructed along the project frontage on Jamboree Road as part of the master site improvements for Phase I.

3.5 PHASE 1 ~~CONCEPTUAL~~ LANDSCAPE ~~MASTER PLAN~~ **MASTER PLAN**

The Phase 1 Conceptual Landscape Master Plan will implement the master landscape improvements within the Uptown Newport PC, including: Jamboree median and parkway landscaping; entry landscaping and monumentation; landscaping along Phase 1 project streets to the back of sidewalk; electric substation landscape screening; Phase 1 park landscaping and improvements; paseo improvements within Phase 1; perimeter walls and fences within Phase 1, and; interim landscaping and walls/fences associated with interim slopes and edge conditions. Refer to Figure 3-6 for the Phase 1 Conceptual Landscape Master Plan.

Construction phasing from ~~the first phase~~Phase 1 to ~~the second phase~~Phase 2 will include interim edge conditions such as interim slopes, interim landscaping, and interim walls and fences. These interim improvements have been designed to integrate and be consistent with the design of the overall Master Site Development Plan for the Uptown Newport PC, and will be designed to reflect the quality and character that is reflective of permanent improvements. Careful attention to these conditions during the design stage of the Uptown Newport project will insure a successfully phased community. Proper studies of temporary walls and fencing, landscape hedge treatments, walks and lighting with a vision for the ultimate finished condition at build out, and minimizing hardscape demolition of ~~phase one~~Phase 1 improvements will be implemented during the design phase.

3.5.1 Entry Drives

The transitional landscape along the entry drive adjacent to the existing electrical substation will be planted with dense evergreen trees and a screen wall in order to block views of the existing substation from the entry drive experience. Additional green areas in front of and behind the substation will be incorporated into the entry landscape design as open spaces, featuring passive turf lawns and trees located in-between the screen trees and the back of walk will enhance the area immediately surrounding the substation.

Within the parkway, Date palm trees with colorful vines and ground covers will be used to enhance the project entry experience. Buildings are designed to be approximately 2'-3' above the Jamboree Road center line elevation.

3.5.2 Spine Street

The transitional landscape ~~in-between the spine street and adjacent to~~ the existing JazzTowerJazz building will be planted with low shrubs and a screen wall or fence in order to screen and soften views of the existing JazzTowerJazz building from the street experience. The narrow landscape area between the back of walk and the retaining wall will provide opportunities to add pockets of green space and enhance the landscaping in front of the JazzTowerJazz building on one side. Within the ~~spine street~~Spine Street parkway, the street tree pattern is formal with alternating skyline palms and large evergreen canopy trees.

3.5.3 Community Buffers / Edges

The interim landscape in-between the neighborhood street and the existing JazzTowerJazz building will feature a screen wall or fence in order to screen views of the existing JazzTowerJazz building from the street experience. Within the neighborhood street parkway, the street tree pattern is formal with canopy trees. The interim landscape within the paseo adjacent to the existing JazzTowerJazz Mechanical Equipment Area will be constructed with walkway access in the center of the 30 foot landscape setback area. This walk will be utilized for pedestrian circulation and emergency access. The paseo trees in this area will be formal evergreen trees. An interim screen wall with evergreen screen trees will be included in order to buffer views and transition grade to the existing JazzTowerJazz site.

3.5.4 Walls and Fencing

~~Within the campus and office context surrounding the site, security is an important feature for this residential neighborhood.~~ Phasing of the project will influence the interim wall and fencing solutions at adjacent existing land uses. Phased grading transitions that tie into existing land uses will be utilized and would be reconstructed during the project build-out phase.

~~Project identification monument signs, Monument walls~~ will be ~~constructed~~located at the two entries to the project ~~(see Chapter 6 of the Uptown Newport Design Guidelines for styles, design, and materials) with signage identification.~~ Wall character will be ~~uniform and~~ consistent with the adjacent architectural style. ~~The project will have one fence design used throughout all parcel areas.~~ Vehicular gates will be located at access points to the TowerJazz site. ~~One vehicular access gate will be installed on a drive off the Spine Street for access to the TowerJazz parking lot, and will allow ingress and egress for TowerJazz use only. A second access gate exists at the southwest corner of Phase 1, and will provide emergency access to the rear of the TowerJazz facility.~~

The wall along the JazzTowerJazz building will reduce noise and screen views from the adjacent first levels of the residential development. Additionally, ~~sound~~ walls and sound attenuating materials will be installed in between the TowerJazz site and the Phase 1 development to reduce noise from the JazzTowerJazz operation.

Screen wall materials are to be made of ~~Concrete Masonry Units~~concrete masonry units with a split face or enhanced finish to match the adjacent buildings. Interim retaining walls in between existing structures and the Phase 1 development are to be constructed utilizing a retaining wall system and are to be

removed during the project build-out phase, where applicable. Security fencing is to be tubular steel with a painted metal finish. Wall and fence locations are shown on Figure 3-13. Final heights and locations for the Walls and Fencing will be refined in the master development design.

4.1 JAMBOREE STRIPING

The project proposes to maintain the same lane widths and overall pavement width along Jamboree Road in the westbound (or southbound) direction along the project's frontage as currently exists immediately west of Birch Street. This would result in a 14 foot #1 travel lane (or outside lane adjacent to the raised median), two 12 foot travel lanes, and a 14 foot #4 travel lane. In order for the #4 travel lane to align with the #4 receiving lane west (or south) of Fairchild Road, a transition distance of 350 feet would need to occur based on the posted speed to widen the outside travel lane to the requisite 21 feet at the intersection of Jamboree Road and Fairchild Road. This re-striping concept would not reduce the number of through travel lanes along Jamboree Road in the westbound (or southbound) direction, and would allow for a longer and wider landscaped median area along the project's frontage.

4.2 JAMBOREE WATER AND SEWER

The water system improvements beyond the project property line will consist of connections to the existing IRWD water main in Jamboree Road. There will be two such connections that will enable the IRWD system to be extended into the site. The off-site work may also include the service connections for the buildings that will front on Jamboree Road.

~~The off-site sewer improvements may include a previously designed but un-built extension of a City of Newport Beach sewer line within Jamboree Road. The total length of sewer that would be constructed in Jamboree Road would be approximately 700 feet (Figure 6-3). The line would be located within the roadway approximately twenty feet from curb on the project side of the street. Laterals from the new line would be extended onto the site to serve the buildings along the Jamboree frontage.~~

5.1 DEMOLITION

Phase 2 will include demolition of the TowerJazz Building at 4321 Jamboree Road and associated mechanical equipment located along the northern property boundary. The TowerJazz building was built in the 1960's and is two and three story building that is approximately 311,452 square feet in size, and includes both industrial and supporting office uses. The TowerJazz facility is currently in operation as a semiconductor chip manufacturing plant. The TowerJazz Building underwent a seismic retrofit base isolation improvement project that included underpinning of building footings, excavation of soils beneath the building, and installation of base isolation devices below the existing footings.

Phase 2 Demolition activities involve removing equipment, furniture and machinery from the TowerJazz building; abating asbestos and lead-based paint as needed; decommissioning of utilities serving the TowerJazz Building, including the SCE substation and mechanical equipment along the northern property boundary; demolishing and removing the TowerJazz Building, removing foundations

and footings; ~~and~~ removing above-ground storage tanks (ASTs). Seismic base isolation foundations may be removed, cut, or left in place in accordance with geotechnical recommendations and architectural specifications for buildings to be constructed in the area. Mechanical equipment, utilities and piping serving the TowerJazz ~~Building~~ would also be removed, cut or capped. The asphalt parking lot on the east side of the property off of Birch Street, light fixtures, and landscaped islands will be removed. Demolition materials will be considered for recycling either on- or off-site.

5.2 SITE PREPARATION

Site preparation in the second phase of the project will involve the removal of any undocumented fill, stockpiles, vegetation, and organic or non-organic materials resulting from the demolition and clearing/grubbing operation. The interim retaining walls and slopes constructed during Phase 1 will be removed to allow the grading of the Phase 2 area to be blended seamlessly with the grades established in Phase 1.

Based on the previous investigations, soil and groundwater remediation will be necessary to facilitate the development of Phase 2. Impacted soils will be excavated and characterized for disposal. Soil and groundwater cleanup levels and criteria will be established by the Regional Water Quality Control Board (RWQCB). A soil removal quantity of approximately 29,000 tons is anticipated for this portion of the site. This would include an area of approximately 22,160 square feet to depths of 5 to 30 feet below the ground surface (bgs).

Groundwater remediation of the upper groundwater aquifer zone is currently underway under the oversight of the RWQCB. An estimated time frame of 1 to 3 years is anticipated for the additional groundwater remediation, with an additional 2 to 3 years of groundwater monitoring.

Upon removal of impacted soils and cleanup of the groundwater, a Human Health Risk Assessment (HHRA) will be prepared for Phase 2 to evaluate the potential for environmental health risks associated with the known environmental impacts at the site and the cleanup levels established by the RWQCB. The HHRA will be submitted to the RWQCB for their review, and development of Phase 2 will follow the requirements imposed by the RWQCB. Phase 2 residential construction will not commence without environmental clearance from RWQCB.

6.1 GRADING AND EARTHWORK

~~The grading operation will involve the cutting and filling of the Phase 2 site to establish building pads, roadway sub grades and park areas at elevations shown on a City approved grading plan. At the completion of site preparation, zones of loose unsuitable materials, if any, will be identified. It may be necessary to remove the soils in these localized areas to a greater depth than the overall recommendation. Areas to receive fill and those areas under buildings and roadways will require over excavation to remove and compact existing soils prior to placing any fill, as recommended in the geotechnical report.~~

~~Grading will be designed to optimize the balance of cut and fill within the Phase 2 area. Continuing the grading theme established in the first phase, the Phase 2 grading will be designed such that the first floor elevations of the residential buildings are two to four feet above the surrounding site grades. The grading concept illustrated in Figure 6-1 assumes one level of subterranean parking within the larger building envelopes. This scenario makes it possible to achieve a virtual balance of cut and fill. However, to the extent that these building envelopes have a second level of subterranean parking, then cut will exceed fill. Should all of the larger envelopes in Phase 2 have two levels of subterranean parking, then the volume of cut would exceed the volume of fill by approximately 100,000 cubic yards, much of which would have to be exported from the site. This would be additional to any export during Phase 1. Excess cut material will be transported to locations and by routes approved by City traffic engineer.~~

~~6.2 UTILITIES AND DRAINAGE~~

~~6.2.1 Water~~

~~The system installed in the first phase of development will be extended into the Phase 2 area, generally within the site roadways. (See Figure 6-2). Remaining vestiges of the underground fire protection water system that served the TowerJazz facility will be removed. It is anticipated that the proposed Phase 2 on-site water system will include an additional connection to the IRWD line in Birch Street. The on-site water system will be designed and installed in accordance with IRWD standards so that upon completion of construction it may be turned over to IRWD for operation and maintenance. Appropriate easements will be granted to IRWD for these facilities.~~

~~6.2.2 Sewer~~

~~In Phase 2, the TowerJazz manufacturing will cease, resulting in a major reduction in the volume discharged to the sewer system, even at build-out of the proposed project. Accordingly, it is not likely that it will be necessary to expand or increase the sizes of downstream off-site facilities. Demolition of the TowerJazz facilities will include removal of the sewer lines to which portions of the Phase 1 system connected. It will be necessary to construct new underground sewer lines to extend those lines to the off-site system within the Koll property. The northern area of the Phase 2 site (currently the TowerJazz parking area) will be served by a sewer system that will tie into the Phase 1 sewer lines (see Figure 6-3).~~

~~6.2.3 Drainage & Water Quality~~

~~Upon completion of demolition of the TowerJazz facilities, the storm drain system constructed for Phase 1 will be extended to the northwestern property line to connect to the existing off-site system. Existing storm drains within the Phase 2 area will be removed and replaced with a new underground system that will tie into the off-site public storm drain system within the Koll Center Newport site, as conceptually illustrated in Figure 6-4. The drainage system will be designed in accordance with Orange County hydrology methodology and will be coordinated with the design of the water quality treatment facilities. Because the proposed project will have more vegetated open space areas than currently exists on the site, the amount of post-development runoff will be less than existing.~~

~~As described in Section 3.2.3, the proposed project will require development of a Water Quality Management Plan that will specify Low Impact Development (LID) measures to minimize the effects of urbanization on stormwater runoff quality and quantity. The LID Best Management Practices (BMP's) will include infiltration with bioretention in landscape and park areas, planter boxes with underdrains, vegetated filter strips, and proprietary treatment systems. The downstream ponds will provide further water quality treatment through aeration and settlement of silt and sediments.~~

~~As the site is developed in Phase 2, BMP's will be installed to treat the additional area of development. To the extent possible, the master developer should provide BMP's for the design capture volume for the site. It may be necessary for the builders to treat runoff from their pad areas, which could be accomplished by means similar to those employed by the master developer.~~

~~For the construction phase of the project, a Storm Water Pollution Prevention Plan (SWPPP) will be required. This plan will specify the BMP's to be deployed during construction of the project to minimize deleterious effects on the quality of stormwater runoff from the project.~~

6.2.4 Dry Utilities

~~Electric service for the Phase 2 development will feed off of the Phase 1 infrastructure and the existing 66kV distribution line along Jamboree Road, and will be distributed through the project in underground distribution lines. Electric transformers serving the project are anticipated to be incorporated into the proposed building structures or will be screened from view to the public.~~

~~The SCE substation will be decommissioned by SCE after demolition of the TowerJazz in Phase 2, and the land on and around the SCE substation will be developed.~~

~~Natural gas is provided to the site by the Southern California Gas Company. Existing 8" natural gas line located in Jamboree Road. Natural gas service for Phase 2 development will feed off of Phase 1 infrastructure and existing facilities.~~

~~AT&T phone service and Cox Communications fiber optic service are available in Jamboree Road. Telecommunications service for Phase 2 development will feed off of Phase 1 infrastructure and existing facilities.~~

6.3 VEHICULAR CIRCULATION

~~The Phase 2 vehicular circulation system will include a connection to Birch Street. This access is enabled by virtue of an existing easement on the off-site property. Together with the two Jamboree Road intersections, this connection to Birch Street will be the third point of public vehicular access to the project. The emergency vehicle access to the Koll property in Phase 1 will be preserved. The Phase 2 roadways will have driveways that will provide direct access to parking within each building envelope. Street parking will be available in designated locations. Roadway widths, turning radii, and turn-around dimensions will be designed to City standards to accommodate truck movements and fire equipment.~~

6.4 PEDESTRIAN & BICYCLE CIRCULATION

~~In addition to unifying the various residential districts and project open space amenities for the overall Uptown Newport project, pedestrian circulation improvements in Phase 2 will complete connectivity elements from the site to adjacent Koll properties. In addition to Phase 1 improvements, a series of four additional connections to the Koll properties pedestrian network will be established and improved. On street improvements will also link pedestrians to the northeast corner of the project area with convenient proximity to Birch Street. Bicycles will be permitted on all streets and paseos within the Uptown Newport PC.~~

6.1 GRADING AND EARTHWORK

The grading operation will involve the cutting and filling of the Phase 2 site to establish building pads, roadway sub-grades and park areas at elevations shown on a City-approved grading plan. At the completion of site preparation, zones of loose unsuitable materials, if any, will be identified. It may be necessary to remove the soils in these localized areas to a greater depth than the overall recommendation. Areas to receive fill and those areas under buildings and roadways will require over-excavation to remove and compact existing soils prior to placing any fill, as recommended in the geotechnical report.

Grading will be designed to optimize the balance of cut and fill within the Phase 2 area. Continuing the grading theme established in the first phase, the Phase 2 grading will be designed such that the first floor elevations of the residential buildings are two to four feet above the surrounding site grades. The grading concept illustrated in Figure 6-1 assumes one level of subterranean parking within the larger building envelopes. This scenario makes it possible to achieve a virtual balance of cut and fill. However, to the extent that these building envelopes have a second level of subterranean parking, then cut will exceed fill. Should all of the larger envelopes in Phase 2 have two levels of subterranean parking, then the volume of cut would exceed the volume of fill by approximately 100,000 cubic yards, much of which would have to be exported from the site. This would be additional to any export during Phase 1. Excess cut material will be transported to locations and by routes approved by City traffic engineer.

6.2 UTILITIES AND DRAINAGE

6.2.1 Water

The system installed in the first phase of development will be extended into the Phase 2 area, generally within the site roadways. (See Figure 6-2). Remaining vestiges of the underground fire protection water system that served the TowerJazz facility will be removed. The on-site water system will be designed and installed in accordance with IRWD standards so that upon completion of construction it may be turned over to IRWD for operation and maintenance. Appropriate easements will be granted to IRWD for these facilities.

6.2.2 Sewer

~~It is anticipated that the proposed Phase 2 on-site water system will include an additional connection to the IRWD line in Birch Street. The on-site water system will be designed and installed in accordance with IRWD standards so that upon completion of construction it may be turned over to IRWD for operation and maintenance. Appropriate easements will be granted to IRWD for these facilities.~~

6.2.2 Sewer

In Phase 2, the TowerJazz manufacturing will cease, resulting in a major reduction in the volume discharged to the sewer system, even at build-out of the proposed project. Accordingly, it is not likely that it will be necessary to expand or increase the sizes of downstream off-site facilities. Demolition of the TowerJazz facilities will include removal of the sewer lines to which portions of the Phase 1 system connected. It will be necessary to construct new underground sewer lines to extend those lines to the off-site system within the Koll property. The northern area of the Phase 2 site (currently the TowerJazz parking area) will be served by a sewer system that will tie into the Phase 1 sewer lines (see Figure 6-3).

6.2.3 Drainage & Water Quality

Upon completion of demolition of the TowerJazz facilities, the storm drain system constructed for Phase 1 will be extended to the northwestern property line to connect to the existing off-site system. Existing storm drains within the Phase 2 area will be removed and replaced with a new underground system that will tie into the off-site public storm drain system within the Koll Center Newport site, as conceptually illustrated in Figure 6-4. The drainage system will be designed in accordance with Orange County hydrology methodology and will be coordinated with the design of the water quality treatment facilities. Because the proposed project will have more vegetated open space areas than currently exists on the site, the amount of post-development runoff will be less than existing.

As described in Section 3.2.3, the proposed project will require development of a Water Quality Management Plan that will specify Low Impact Development (LID) measures to minimize the effects of urbanization on stormwater runoff quality and quantity. The LID Best Management Practices (BMP's) will include infiltration with bioretention in landscape and park areas, planter boxes with underdrains, vegetated filter strips, and proprietary treatment systems. The downstream ponds will provide further water quality treatment through aeration and settlement of silt and sediments.

As the site is developed in Phase 2, BMP's will be installed to treat the additional area of development. To the extent possible, the master developer should provide BMP's for the design capture volume for the site. It may be necessary for the builders to treat runoff from their pad areas, which could be accomplished by means similar to those employed by the master developer.

For the construction phase of the project, a Storm Water Pollution Prevention Plan (SWPPP) will be required. This plan will specify the BMP's to be deployed during construction of the project to minimize deleterious effects on the quality of stormwater runoff from the project.

6.2.4 Dry Utilities

Electric service for the Phase 2 development will feed off of the Phase 1 infrastructure and the existing 66kV distribution line along Jamboree Road, and will be distributed through the project in underground distribution lines. Electric transformers serving the project are anticipated to be incorporated into the proposed building structures or ~~will be screened~~buffered from view to the public.

The SCE substation will be decommissioned by SCE after demolition of the TowerJazz in Phase 2, and the land on and around the SCE substation will be developed.

Natural gas is provided to the site by the Southern California Gas Company. ~~Existing~~An existing 8" natural gas line is located in Jamboree Road. Natural gas service for Phase 2 development will feed off of Phase 1 infrastructure and existing facilities.

AT&T phone service and Cox Communications fiber optic service are available in Jamboree Road. Telecommunications service for Phase 2 development will feed off of Phase 1 infrastructure and existing facilities.

6.3 VEHICULAR CIRCULATION

The Phase 2 vehicular circulation system will include a connection to Birch Street. This access is enabled by virtue of an existing easement on the off-site property. Together with the two Jamboree Road intersections, this connection to Birch Street will be the third point of public vehicular access to the project. The emergency vehicle access to the Koll property in Phase 1 will be preserved. The Phase 2 roadways will have driveways that will provide direct access to parking within each building envelope. Street parking will be available in designated locations. Roadway widths, turning radii, and turn-around dimensions will be designed to City standards to accommodate truck movements and fire equipment.

The existing emergency vehicle access to and from the Koll Center Newport property in Phase 1 as depicted in Figure 3-5 and 6-5 shall be preserved in perpetuity. This connection through Koll Center Newport to Von Karman Avenue may be expanded to allow for future public access for pedestrians, bicycles, and vehicles in the future.

6.4 PEDESTRIAN & BICYCLE CIRCULATION

In addition to unifying the various residential districts and project open space amenities for the overall Uptown Newport project, pedestrian circulation improvements in Phase 2 will complete connectivity elements from the site to adjacent Koll properties. In addition to Phase 1 improvements, a series of four additional connections to the Koll properties pedestrian network will be established and improved. On-street improvements will also link pedestrians to the northeast corner of the project area with convenient proximity to Birch Street. Bicycles will be permitted on all streets and paseos within the Uptown Newport PC.

6.5 PHASE 2 CONCEPTUAL LANDSCAPE MASTER PLAN

The common area landscape in ~~phase two~~Phase 2 consists of the areas outside of the residential product development areas. These areas will include; secondary streets, paseo landscapes, ~~park~~Park B, open space and community edges. The following exhibits will outline the landscape framework, hardscape and streetscape character.

6.5.1 Jamboree Road Entry Drive

The landscape character at the entries will be transparent inviting and colorful. Date Palm trees are recommended to punctuate the skyline entry while providing important views into the adjacent residential buildings and parks beyond. The use of colorful vines on the palm trunks and ground covers in this area is encouraged. Vertical screen trees used at the building edges are encouraged to soften and buffer the buildings from the street in this area. Hedges will be used to soften building bases and ground covers will be used when parking is not adjacent. Angled parking located along the retail edge modifies the street tree pattern with canopy trees shading the parking areas and palms hugging the walkway promenade along both the storefronts and the market park paseo alike. Upon implementation of phase two, all adjacent walkways and parkway landscapes must be protected in place, with new landscape areas installed behind the phase one sidewalks.

6.5.2 Birch Street Entry Drive

The Phase 2 entry drive off of Birch Street is an existing entry drive that accesses the Uptown Newport ~~property~~PC through an adjoining property to the northeast via an existing easement. The Birch Street entry drive easement is 33 feet in width and is a non-exclusive easement for passage in, over and along the adjoining property, including the right to maintain driveways, roadways, sidewalks and passageways on said property (Figure 6-8).

6.5.23 Spine Street

The ~~spine-street~~Spine Street is the core that provides the connection between the neighborhood and community amenities. Anchored by the two entries and supported by the two parks at each end, visually and physically this street is the most important link in the project. The street tree pattern is formal with alternating combinations of skyline palms and large evergreen canopy trees. Turf parkways at adjacent parallel parking areas will allow ease of access to the sidewalk. Upon implementation of ~~phase-two~~Phase 2, all adjacent walkways and parkway landscapes will be protected in place, with new landscape areas installed behind the ~~phase-one~~Phase 1 sidewalks.

6.5.34 Paseo Landscape

These landscape areas are pedestrian connections that tie the project together using garden pathways. These pathways will be lined with vertical palms or canopy trees. The beginning and end of these paseos will be enhanced with accent trees or palms to call attention to these garden areas. Colorful shrubs and ground covers will be used here as well. Vertical buffer trees and accent trees will soften the edges and transitions to the vertical building mass and hedges will be used to soften building bases. The use of large pots in these garden areas is encouraged. Upon implementation of ~~phase-two~~Phase 2, all adjacent walkways and parkway landscapes will be protected in place, with new landscape areas installed behind the ~~phase-one~~Phase 1 sidewalks.

7.1 BIRCH STREET INFRASTRUCTURE

In Phase 2, the site will have a third access drive located northeasterly from the project property across the adjacent property for approximately 200 feet to Birch Street. This access drive is the current TowerJazz access drive to Birch Street that is located within an existing easement. Outbound traffic from the site will be controlled with a stop sign before turning left or right on Birch Street.

7.2 KOLL PROPERTY

The development of Phase 2 will require the relocation of a portion of an existing City of Newport Beach underground storm drain line that crosses a corner of the project site to the rear of the existing TowerJazz manufacturing building. This 66-inch diameter storm drain line carries runoff from a tributary area that includes the project site as well as upstream properties north of Birch Street. The relocation work will involve constructing approximately 300 feet of replacement line within the adjacent Koll property. The relocated line is shown on the Storm Drain Concept plan, Figure 6-4. Existing utility easements allow for the storm drain relocation within the Koll Center Newport. Concurrent with the relocation work, the existing easement documents will be modified to reflect the new alignment.

Attachment No. PC 6
Design Guidelines - Red-
lined Word Document

UPTOWN NEWPORT – DESIGN GUIDELINES TEXT ONLY REDLINE

JANUARY 25, 2013

1.1 PURPOSE AND INTENT

The Design Guidelines expand upon the regulations set forth in the Uptown Newport Planned Community Development Plan (~~Uptown Newport PC~~ Land Uses, Development Standards & Procedures). The Design Guidelines are intended to ~~be used for reference by~~ guide the ~~City of Newport Beach as part preparation~~ of the ~~master site plan~~ Master Site Development Plan and site development review process for development within the Uptown Newport ~~PC~~ Planned Community (Uptown Newport PC).

The Design Guidelines are also intended to be used as a design guide for all buildings and master site development within the Uptown Newport PC. These guidelines are intended to be used in conjunction with other applicable codes, documents, and ordinances to assess compliance of proposed projects.

Development within the Uptown Newport PC shall be subject to the Uptown Newport ~~PC~~ Land Uses, Development Standards & Procedures and Design Guidelines. Existing on-site land uses are allowed to continue as nonconforming uses, in compliance with ~~NBMC chapter~~ the City of Newport Beach Municipal Code (NBMC) Chapter 20.38, and are not required to adhere to these Guidelines. Compliance of projects under this section shall be determined by the City of Newport Beach Community Development Director during the site development review process.

~~It is recognized that development within the Uptown Newport PC may be built over time and that not all regulations may be applicable for any given project. These guidelines are intended to provide for a range of design options and to maintain the flexibility needed to accommodate changes in the economy and demographics. Development scenarios described in this document are intended for illustration purposes only and depict the nature of projects that may be proposed in response to allowable residential densities. Specific building typologies, configurations and other such information that are presented herein as recommendations are not to be construed as being required for implementation.~~

1.2 URBAN DESIGN CONTEXT

Existing development within the subject property and its surroundings reflects suburban commercial and industrial growth that commenced primarily in the 1960's, 70's and 80's and continued over the past two decades. This growth accommodated economic expansion of the greater Los Angeles metropolitan area and established the areas surrounding the Orange County/John Wayne Airport as a significant regional center for commerce and employment.

Land uses include low-rise and mid-rise office with surface parking, manufacturing, "pad"-oriented retail/restaurants and high-rise multi-tenant office supported by structured parking. Individual projects are typically of sufficient scale to necessitate deliberate on-site vehicular circulation, though much of the way-finding takes place through the organization of circulation within parking lots. Although often in direct proximity to one another, physical connections between parcels, whether vehicular or pedestrian, have rarely been accommodated.

1.3 VISION STATEMENT

Uptown Newport is envisioned to be a distinctive, vibrant and interconnected residential/mixed use village clustered within the Airport Area of the City of Newport Beach. While acknowledging the Airport Area's role as a gateway to the City, Uptown Newport represents an evolution of land uses that continue to respond to the ever-changing economic marketplace and societal demands and preferences.

The village will embody an urban quality whereby residents and visitors are joined together through a clearly defined public realm. The public realm will entail a clearly structured network of activated tree-lined streets with parkways and sidewalks connecting residents and visitors to beautifully landscaped neighborhood park spaces programmed with active recreation and passive uses. A village-scale retail center ~~core~~ with ground-level shops and outdoor cafes will be provided

to serve Uptown Newport residents as well as the local community, and provide a degree of self containment for Uptown Newport. In addition to the pedestrian-oriented streets, the public realm will include a series of paseos that will connect neighborhoods together and link the village to surrounding properties.

The public realm will be enhanced through landscaping and framed and engaged by quality architecture expressed in a variety of building types. The village is envisioned to serve the housing needs of a range of residents who will be attracted to a quality living environment that offers convenient access to employment, education, recreation and regional transportation improvements.

In summary, Uptown Newport is envisioned to be distinguished from other residential developments that have been introduced into the nearby Jamboree Corridor by combining quality architecture and urban design with a public realm that includes legible vehicular circulation, significant park space and paseos and by establishing connectivity to surrounding properties.

2.1 MASTER PLAN FRAMEWORK

The Design Guidelines will be used to prepare a Master Site Development Plan and will govern future development within the Uptown Newport PC so that the initial design framework is carried forward ~~and the design and development policies from consistent with~~ the Airport Area Land Use Element of the General Plan and Koll-Conexant Integrated Conceptual Development Plan (ICDP-are implemented.).

2.1.1 Framework Principles

The following development principles are described within these ~~design guidelines~~ Design Guidelines, and are intended to serve as the guiding principles for development within the Uptown Newport PC.

Create a distinct high-density, mixed-use village;

Create legible internal roadway circulation that will provide ample access to all portions of the site and convenient connections to and from adjacent collector and arterial roadways;

Establish a sequence of spaces that promotes clear way-finding for residents and visitors;

Incorporate neighborhood-serving ground-level retail uses to serve residents, visitors, and nearby commercial uses;

Create neighborhood public park space to serve as a principal focus for the village. Park space will include meaningful gathering areas, recreational amenities and open space relief for the community;

Provide housing opportunities to serve the needs of a range of future residents;

Emphasize pedestrian orientation through the creation of pedestrian-scaled streets and greenbelts that break up large blocks and provide connectivity within and between neighborhoods and the surrounding community. Project streets shall include sidewalks separated from parking or travel lanes by landscaped parkways, tree grates and other such enhancements;

Provide on-street parking to serve the residential uses, neighborhood parks, and retail uses, visitors, and retail customers;

Establish architectural massing and articulation that provides variety and interest, creates a strong spatial definition along internal streets, and introduces pedestrian scale elements;

Provide for the establishment of a landscape character that unifies and enhances project streets, paseos, and other components of the public realm.

2.2 MASTER SITE PLAN CONCEPT

A ~~master site plan~~ Master Site Plan for Uptown Newport (see Figure 2-2) has been prepared that incorporates the framework principles. The Uptown Newport ~~residential village~~ PC is centered on two neighborhood public parks, and incorporates a mixed-use node at the primary entry that features neighborhood-serving retail uses, and a network of local streets and pedestrian walkways and paseos that provide connectivity within Uptown Newport and to surrounding properties. Uptown Newport is envisioned to be a cohesive plan of high density residential apartments, condominiums and townhomes, with parks, streets, landscaped parkways, and paseos that will be integrated with private amenities.

The public realm of the Uptown Newport PC will be designed and implemented by a master developer pursuant to a Master Site Development Plan approved by the City to ensure that the parks, streets, and ~~the~~ public spaces will be

planned and improved as a whole and will not be fragmented. A master association will be responsible for the ongoing operation and maintenance of the parks, streets, and common areas within the Uptown Newport PC. Individual projects within Uptown Newport will be regulated by the Uptown Newport PC Land Uses, Development Standards & Procedures. The Design Guidelines and Phasing Plan, and will also be governed by the master association rules and regulations.

2.2.1 Master Site Improvements

The ~~master site improvements~~ Master Site Improvements for the Uptown Newport PC ~~includes 2~~ include two acres of park space, ~~road rights-of-way~~ street improvements, utilities and an interconnected walkway system which links all areas of the site (see Figure 2-3).

~~The master developer will be responsible for completion of~~ Master Site Improvements include the ~~public realm, including:~~
~~The rights-of-way up to the back of sidewalk, following:~~

~~Demolition, site preparation~~ and rough grading;

Backbone ~~wet and dry utilities, storm drain system within the streets;~~

Sanitary sewer system within the streets;

Water distribution system within the streets;

Reclaimed water distribution system within the streets;

Street improvements,

~~Parkway including street paving, curb and gutter, sidewalk, and paseo landscaping and irrigation,~~

~~Neighborhood park~~ parkway improvements, ~~to the back of sidewalk;~~

Common area fencing and walls;

Neighborhood Park improvements for the two public parks;

Landscape improvements within common areas, including: public street parkways to the back of sidewalk; project entries, Jamboree Road parkway and Class I and multi-use trail; Neighborhood Park landscape improvements; paseo landscape improvements;

Master streetlight and common area lighting improvements;

Dry utilities; and

Master community signage.

Operation and maintenance of the parks, streets, parkways, and paseos will be by the master association.

Developers of each parcel will be responsible for landscape development between the back of sidewalk and building face in accordance with the guidelines.

2.2.2 Project Entries

Two clearly identifiable site access points for Uptown Newport are located on Jamboree Road. The primary entry is located at the existing signalized intersection at Fairchild Road. A secondary access point with limited turning movements (left turn out of the site at this location will not be allowed) is located at the northeastern portion of the Jamboree frontage. A full turn-movement intersection at Birch Street provides a third access point into the site. Uptown Newport has access to convenient connections to Highway 73, the 405 Freeway, the John Wayne Airport, University of California, Irvine and to Newport Beach via Jamboree Road and MacArthur Boulevard. The arrival experience for residents and visitors on each of these three tree-lined entry roads will culminate into significant park space— to create a sense of arrival and community identity.

~~The entries into Uptown Newport incorporate the two neighborhood parks as focal points to create a sense of arrival and to provide an aesthetically pleasing entry.~~

2.2.3 Park Space

Two one-acre public neighborhood parks within Uptown Newport will provide convenient proximity of meaningful open space and recreational amenities for project residents and visitors. The relationship of the parks to the entry roads establishes a sense of quality and amenity upon arrival, and will distinguish Uptown Newport from other residential projects in the Jamboree corridor. These parks will provide light, air and open space relief to an otherwise urbanized area.

Each park has been programmed to serve the diverse recreational needs of the community and will feature such uses as fountains, seating areas, shade structures, open lawn areas, “tot-lot,” ~~barbeques~~barbecues, and active recreational uses.

The parks are connected to each other by the project Spine Street with generous walkways ~~and~~, enhanced tree plantings and street furniture. The project has been designed to extend park frontage to the adjacent neighborhood streets such that open space is extended into the public realm, the perception of open space is expanded, and convenient access to the parks for the residents is provided from each of the neighborhoods.

2.2.4 Pedestrian-Friendly EnvironmentPrivate Open Space

In addition to the two acres of public park space, private open space will be provided in each building phase, individual building or complex. These spaces may be internal to the building complexes in courtyards or in enclosed facilities on the ground floor (see Figure 2-13). Ground floor facilities are encouraged to be street facing to enhance the vitality of the community. Uses may include swimming pools, exercise facilities, tennis courts, basketball courts, clubhouse rooms, roof decks, community gardens, barbecue courtyards, passive gathering areas, or any other amenities as deemed appropriate by the Community Development Director.

2.2.5 Pedestrian Friendly Environment

Pedestrian connections are emphasized throughout Uptown Newport. Project streets will include landscaped parkways and sidewalks that link pedestrians throughout the village. A mid-block pedestrian greenbelt will cross through the middle of the village development adjacent to Jamboree Road with linkages to adjoining Koll Center Newport property to the north.

Greenbelt improvements are encouraged to include visual nodes and gathering spaces to enhance activity in these areas. Pedestrian activated courtyards, ~~open space~~ and recreational amenities are encouraged ~~between parcels to link the greenbelt~~ to further broaden connectivity and expand the greenbelts open space network.

In accordance with the General Plan, A ~~42~~twelve foot (12') wide sidewalk and Class ~~4~~I bike trail will be improved along the Jamboree Road parkway as part of the Uptown Newport project. The Jamboree Road trail and existing sidewalk improvements on surrounding properties will provide pedestrian and bicycle connectivity to the existing Newport Beach and regional trail systems. In addition, the internal streets within the Uptown Newport PC are designed to be pedestrian and bicycle friendly, with traffic calming features including enhanced paving at intersections and key pedestrian crosswalks, a traffic roundabout, and curb chokers that will reduce vehicular speeds ~~and provide traffic calming~~ within the project.

Strong pedestrian connections with adjacent properties will be provided as part of the master development as prescribed in Figure 2-~~7~~15. These connections will be reinforced by increased building setbacks and ~~enhanced~~ landscaping, and will link Koll Center Newport with the mixed-use core and neighborhood parks of Uptown Newport. Off site completion of this network will be subject to the re-development of Koll Center Newport.

Street furniture, street trees, directional signs, trash receptacles, and exterior lighting will be incorporated into public rights-of-way and open spaces to reinforce pedestrian activity. ~~Enhanced paving in crosswalks and in areas of increased pedestrian activity will be provided to highlight pedestrian pathways and encourage reduced travel speeds of vehicles that will calm traffic within the project.~~

Buildings will be configured ~~in a way that creates to create~~ a strong spatial relationship to the pedestrian walkways, and will be connected to create a cohesive pedestrian experience throughout Uptown Newport. Mixed-use areas with retail and residential will emphasize pedestrian orientation by utilizing features such as intimate plazas, connected courtyards, trellises, planters, seating, and fountains ~~and other such elements~~.

2.2.56 Mixed-Use Node

A mixed-use node will be located ~~near~~along the entry into Uptown Newport at Fairchild Road ~~and~~ adjacent to the Phase I park. This area will feature up to 11,500 square feet of neighborhood-serving retail integrated within the street level of residential building(s).

Drawing upon traffic and visibility from Jamboree Road to enhance its commercial viability, this village center is intended to attract day-time use from both residents and ~~the~~ nearby workforce while continuing to serve the needs of Uptown Newport residents during evenings and weekends.

With expanded street frontage paving for outdoor dining and passive seating and proximity to the neighborhood park, the village center ~~willis intended to~~ offer a visual setting and amenity that is superior to competitive retail improvements that currently exist in the Airport Area.

The village center is envisioned to include such uses as cafes, coffee house, deli/market, dry cleaner, and personal services. Parking for the village center retail will be provided within the ~~adjoining~~ mixed use building and in convenient on-street diagonal spaces.

2.2.67 Community Markers

The introduction of community markers for orientation and project identity promotes way-finding for residents and visitors, strengthens Uptown Newport's sense of place and produces a recognizable environment for residents and visitors. ~~In~~ addition to corner monuments and signage, building elements within the project will be designed to serve as landmarks within Uptown Newport. These elements, such as corner towers, low rise building forms, lobby entrances, distinctive colors and materials, landscaping and other such contrasting design elements will be introduced to distinguish buildings from one another, create landmarks and enhance way-finding.

The use of enhanced landscaping with organized plant material patterns will provide a clear visual design structure to the outside realm as well as the interior of the Uptown Newport ~~community~~PC to further enhance urban legibility and way-finding.

2.3 ROADWAY CIRCULATION

Primary access to Uptown Newport will be from the signalized intersection at Fairchild Road, secondary access ~~will be~~ off Jamboree ~~Road~~ at the eastern edge of the project frontage, and a third access point off Birch Street ~~in Phase 2~~. Project roadways within Uptown Newport have been arranged to establish clear and convenient access to individual development parcels, structured parking entrances and on-street parking within Uptown Newport. A central Neighborhood Street will allow for future connectivity to Von Karman Avenue when the Koll Center Newport develops.

2.3.1 Street Hierarchy

The proposed development will provide attractive roadways that promote both safe and convenient driving practices as well as encourage street level pedestrian activity (Figure 2-~~4523~~). The two access drives off of Jamboree Road will connect via the Spine Street, which serves as the primary vehicular circulation for the site. A third Entry Drive is provided off of Birch Street on the easterly side of Uptown Newport ~~in Phase 2~~. Neighborhood streets take access off the Spine Street, and provide access to individual building parcels. A Neighborhood Street on the westerly side of the property will provide ~~an~~ emergency vehicular ~~access~~connection to Von Karman Avenue through the Koll Center Newport. ~~In addition, the central Neighborhood Street in Uptown Newport will facilitate future connectivity through the Koll Center Newport in accordance with the General Plan, including public access for pedestrians, bicycles, and vehicles.~~

2.3.2 Streetscapes

Streetscapes within Uptown Newport are scaled according to their function within the circulation hierarchy. The Entry Drives feature large parkways and building setbacks, as well as enhanced landscaping.

The Spine Street features enhanced parkways, sidewalk improvements and increased building setbacks creating an attractive, identifiable streetscape and expansion of the public realm (Figure 2-~~16~~-24). At the mixed-use node, the Spine Street features increased hardscape and the option of outdoor seating and dining areas.

The Neighborhood Streets also feature landscaped parkways with sidewalks separated from the curb (Figure 2-~~17~~25). These streets will feature smaller building setbacks and parkways to create an intimate pedestrian scale streetscape from which to engage front stoops and building entries.

2.3.3 Traffic-Calming

The use of traffic-calming devices within Uptown Newport has been incorporated into the design of the street improvements to reduce traffic speed and encourage pedestrian activity. These traffic-calming devices include a traffic roundabout located on the Spine Street, and “chokers,” where the street width is reduced in ~~such~~ key locations ~~as at~~ intersections and important pedestrian crossings. Textured paving will also be used on the roadway surface to slow traffic and establish visual cues that encourage reduced travel speeds (Figures 2-~~19~~27).

2.3.4 “Knuckle” and Cul-de-sac Conditions

The use of enhanced materials will be provided within knuckle conditions and cul-de-sacs to enhance the visual qualities of areas requiring expanded paving. These materials may include scored concrete, stamped concrete, brick or concrete pavers. Tree pockets and islands are encouraged within cul-de-sacs, ~~and are~~ (subject to Fire Department approval).

2.4 PARKING

~~Consistent with General Plan,~~ Uptown Newport ~~provides~~ is anticipated to provide structured parking for residents and visitors, along with on-street parking along project roadways. Structured parking must be encapsulated or screened, ~~and surface~~. Surface parking lots are not permitted within Uptown Newport.

2.4.1 On-Street Parking

Diagonal on-street parking is provided for convenient, short-term parking by visitors and residents for the retail and park areas. Parallel on-street parking is also provided throughout Uptown Newport for short-term parking by visitors and residents. On-street parking may be credited toward parking requirements for adjacent commercial and residential projects. Designated spaces will be provided for the public parks during park hours of operation.

~~Parallel~~ On-street parallel and diagonal parking is permitted throughout the community and encouraged in locations that are likely to attract significant visitor concentrations such as mixed use retail facilities, residential leasing offices and park amenities ~~(Figure 2-24).~~ On-Street parking shall be free of charge.

2.4.2 Structured Parking

Structured parking is anticipated to be provided within individual building parcels, and will serve residents and visitors alike. Resident parking will be provided in designated areas and can be secured with walls, gates, or fencing. Visitor parking will ~~also~~ be provided in designated areas within the parking structure. To supplement on-street parking for retail and park uses, structured parking for retail uses and the public parks will be provided in designated areas of buildings adjacent to the retail and park uses. Pedestrian access from structured parking to the retail core shall be provided in a manner similar to Figure 2-32.

2.4.3 Parcel Access/Vehicular Access to Parking

To maintain the visual continuity of streetscapes, control traffic movements and enhance the pedestrian experience, ~~it is encouraged that~~ vehicular access to residential parking should be limited ~~avoided~~ to the extent practical along to buildings directly adjacent to the parks and along the Spine Street. Final locations will be determined during site plan review.

2.5 FIRE/EMERGENCY ACCESS

New residential and commercial development will provide efficient circulation for service and emergency vehicles. Turf-block may be used for vehicular access in landscape areas subject to Fire Department approval. The implementation of a footpath system that provides firefighting personnel with access to standpipes with clear connections to the emergency

vehicular road network will be incorporated during the site plan review process to ensure adequate access for fire and emergency crews. This is anticipated to be allowed to extend emergency access to areas that are otherwise remote by conventional standards. Figure 2-~~2835~~ provides a general depiction of master site planning measures that may be utilized in addressing fire access criteria.

2.6 PEDESTRIAN AND BICYCLE CIRCULATION

2.6.1 Jamboree Road Class I Bike and Multi-Use Trail

Uptown Newport will include a ~~12-twelve-foot~~ (12') wide Class I bike and multi-use trail adjacent to the site along Jamboree Road. The trail will implement the General Plan master trail along the ~~projectproject~~ frontage, and will allow for improved access to Uptown Newport from the surrounding region.

2.6.2 Internal Sidewalks

Uptown Newport streets will feature curb-separated sidewalks for an enhanced pedestrian experience. These sidewalks will connect to the on-site network of paseos as well as the existing sidewalks and trails adjacent to the site.

2.6.3 Paseos

The Uptown Newport ~~master plan~~PC includes a network of paseos that serve as pedestrian-friendly greenbelts, providing connectivity to surrounding properties as well as providing pedestrian circulation within the village. The primary paseo runs perpendicular to Jamboree Road and connects Koll Center Newport to the Jamboree Road Class I bike/multi-use trail, and provides central access to the neighborhood parks and mixed use node. Public gathering spaces must be provided in this paseo. A secondary paseo running parallel to Jamboree Road provides connectivity between the parcels served by the two Neighborhood Street cul-de-sacs. Additional paseo connections from the parks and neighborhoods to the Koll Center Newport are provided to enhance connectivity and welcome visitors from surrounding properties.

The paseos are designed to promote pedestrian and bicycle circulation, provide for recreational opportunities such as walking and jogging, and provide such amenities as benches, fountains, plazas and other pedestrian-oriented facilities.

2.6.4 Pedestrian Circulation within Parcels

Individual residential projects within Uptown Newport should develop a comprehensive pedestrian network that connects private plazas, defined courtyards and other open space elements through clearly defined building circulation to project streets and greenbelts. Project-wide open space elements within Uptown Newport have been clearly linked to adjacent parcels.

2.7 SERVICE AND LOADING

Loading areas for residential moving vans and retail loading vans will be provided within the Uptown Newport street system to provide convenient proximity to lobbies, secondary elevators, or other principal circulation elements within project buildings. Figure 2-~~3441~~ shows potential areas where loading zones are encouraged to be located. Final locations for residential and retail loading zones will be determined during building plan review.

2.8 FINISH FLOOR RELATIONSHIPS TO PERIMETER CONDITIONS

~~In order to provide privacy for street level residential uses, finished floors are encouraged to be located approximately 2 feet above the adjacent street elevation. Conditions where residences are at elevations below the level of the adjoining sidewalk are discouraged. Finished floor heights in buildings fronting Jamboree Road should be located 3-4 feet above the road surface. Retail store fronts and other semi-public street level improvements are encouraged to be generally flush with the adjacent sidewalk or shall incorporate terraces to accommodate a positive relationship to the public realm.~~

~~Podium decks at a building perimeter should be incorporated into the building design as part of a patio, planter, or similar feature.~~

3.1 INTRODUCTION

3.1.1 Architectural Context Purpose

The purpose of ~~this section of the document~~ these Design Guidelines is to provide design direction and establish expectations for builders and developers of individual parcels within Uptown Newport. It will also provide the City of Newport Beach with guidelines from which to measure conformance when reviewing development applications for buildings proposed within Uptown Newport.

3.1.2 Architectural Context

The surrounding airport area includes a mix of commercial and light industrial uses. Varied architectural styles emerge in the surrounding properties, with many of the buildings being reflective of styles prevalent in the 1970's and 1980's time periods in which they were built. While architecturally eclectic in nature, buildings surrounding the property were predominantly designed for commercial office purposes and include high-rise glass curtain wall structures, wood-sided low rise multi-tenant facilities and "boutique" offices built for specific users.

3.1.2.3 Scale Context

The height of buildings found in surrounding properties varies ~~substantially~~ substantially, and includes small single-story, low-rise, mid-rise and high-rise (10+ story) ~~commercial offices~~ structures. Mid-rise and high-rise residential buildings are prevalent northerly of the site along Jamboree Road and adjacent to the site along Birch Street.

3.2 ARCHITECTURAL CHARACTER FOR UPTOWN NEWPORT

3.2.3.1-3 Theme and Character for

The theme of Uptown Newport embodies a collection and blending of traditional, modern and contemporary styles to establish a dynamic urban village with diverse architecture.

In respecting the commercial ~~nature~~ context of the project vicinity and the hierarchy and development patterns established in the master plan, buildings should ~~embody~~ evoke an urban ~~spirit~~ character in form and function, ~~reflect a timeless architecture with straightforward geometry, a unified composition, the~~ and show an expression of floor levels and structure, ~~solid parapets and simple roof forms.~~

~~Rather than attempting to define a style for Uptown Newport, building design.~~ As described in the following sections of this document, buildings should follow sound design principles by incorporating massing and proportion, structure, simple roof forms, fenestration, balconies, accent elements, materials and colors. However, modern and "contemporary" building character is generally preferred. If traditional styles are utilized, they are encouraged to incorporate classical references and form into a unified architectural expression. Buildings in Uptown Newport shall convey a timeless architecture.

3.2.2 Traditional Architecture

For the purpose of these Guidelines, traditional architecture may draw inspiration from such historic styles as Georgian, Italianate, Colonial Revival, Tuscan, Italian Renaissance and Monterey. Building design and execution should be sensitive to current construction practices and should not attempt to literally replicate historic styles. Traditional architecture need not aspire to an historic style but should exhibit clearly defined fenestration patterns and wall mass and appropriately scaled detailing. A range of materials may be used including plaster, siding and masonry. The use of heavily rustic materials is not recommended. The use of metal should be reserved for trim and ornamentation.

Ornate and heavily themed styles, such as Tudor, Victorian and Beaux Arts are not allowed.

3.2.3 Modern/Contemporary Architecture

Modern architecture may be characterized by simple form where the design is expressed by the materials and structure of the building rather than by historically-based massing, proportion and ornamentation. Walls need not be used to visually imply structural support as in historically based design. Rather, the spirit of modern design may introduce clean, bold lines where the façade appears to be hung from the structural super structure. Large window openings typify modern

architecture and may include floor to ceiling glass or windows that wrap around corners. Cantilevered projections are often provided to dramatize the non-bearing nature of the walls.

Metal, glass and smooth-finished wall materials may be used for exterior treatments. Masonry elements should be applied in geometric patterns.

While contemporary styles often radically break from traditional form and composition and include bold juxtapositions of massing and material, the incorporation of such architecture within Uptown Newport must execute design restraint and maintain a degree of regimentation and discipline to offer a more timeless expression. Forms and elements that are arbitrary and unrelated to the balance of a building's architectural composition are strongly discouraged.

3.3 URBAN DESIGN GUIDELINES

~~3.3. The character and style of new buildings located in Uptown Newport should be compatible with the "village" context being established by the Uptown Newport Master Site Plan. While architectural variety is permitted and anticipated, the design of individual structures shall be "well-mannered" and not "shout out" for attention.~~ **1 Building Orientation**

3.2 BUILDING ORIENTATION

Residential ~~building faces~~buildings should generally be organized parallel and perpendicular to ~~adjacent~~adjoining project streets to support the traditional urban design character proposed for Uptown Newport. This orthogonal orientation will help facilitate the connectivity of the public street and park realm to pedestrian-friendly ~~internal and external~~ courtyards, paseos and other such intimately-scaled ~~components~~spaces within the individual development parcels.

Where buildings front onto parks and greenbelts, an orthogonal orientation is also recommended to reinforce a traditional geometry ~~to, define edges and help "contain"~~ the urban open ~~spaces~~space. In areas between parcels and where physical separation occurs, buildings should be sited and shaped such that the spaces created between buildings provide opportunities for pedestrian plazas, courtyards and ~~deliberate~~ordered landscape elements.

3.3.2 Relationships of Buildings to Streets

In keeping with the vision of creating an urban village, buildings in Uptown Newport should be designed with a strong street presence.

3.2.1 Relationships of Buildings to Streets

~~In keeping with the vision of creating an urban village, buildings in Uptown Newport should be designed with a strong street presence.~~ Principal facades should predominantly conform to minimum street setbacks. ~~Deviation~~Except where mandated massing breaks are implemented, deviation from the minimum setback for principal facades should generally be limited to no more than ~~5-104-6~~ feet ~~so~~such that continuity in the urban character of the village is maintained. ~~However,~~ lengthy

3.3.3 "Block" Massing

Building facades facing internal streets and project perimeters visible to the greater community should incorporate a variety of materials and design treatments and/or modulating and articulating articulation of elevations to promote interest and provide a varied street scene architectural expression. To avoid continuous uninterrupted building planes, horizontal modulation in facade setbacks should be provided such that the resulting break in massing introduces the play of shade and shadow to the exterior elevations. In such conditions, changes to colors, materials and architectural character should be implemented in a deliberate manner that corresponds to massing breaks. Facades should generally offer architectural variation in increments of 100-125 horizontal feet or less. Compositions of simple forms is encouraged.

3.3 MASSING PRINCIPLES

~~While simple forms are encouraged, buildings~~ Buildings should provide variation in height to break up ~~long continuous masses and provide visual interest to the overall appearance of Uptown Newport.~~ the roof-line. This may be achieved through variation~~differentiation~~ in the number of stories, ~~floor-to-floor height, introduction of penthouse conditions or~~

additional volume on upper floors, upper floor step-backs, the incorporation of providing mezzanines in upper floors, and floor residences, step-backs at the upper floor, modulation of balconies, deliberate variation in parapet heights, and introduction of tower elements. Overly repetitive vertical accent elements in a singular façade should be avoided.

Major and minor horizontal breaks are required on selected block-scaled facades to assure distinguishable separations between building elements (see Figure 3-25).

Jamboree Frontage

Larger massing elements are appropriate on Jamboree Road frontage in response to surrounding development context, expansive width of the street and the perception of associated vehicular travel speed. In order to break the primary frontage into two sub-blocks, a 50'-wide mid-block greenbelt has been provided.

Variation in building height is mandatory within the Jamboree Road frontage. At a minimum, two of the following elements must be used in each "Jamboree Road Frontage Area" designated on Figure 3-25:

Tower element (appearing at least one story taller than surrounding massing);

Increased ceiling height on selected upper floor residential units;

Mezzanines in selected upper floor residential units; and

Increase or reduction in the number of floors in selected areas.

Increased parapet height on upper units

3.3.4 High-Rise Building Massing and Siting

High-rise buildings are strongly encouraged to incorporate low-rise elements that provide for a step-back to the tower element in order to create a more human scale at the public realm. Should step-back conditions not be provided, increased building setbacks are required. Towers should be offset from each other to enhance view opportunities from all four sides of the building. If towers do face each other, adequate separation (minimum 75 feet) should be provided.

The design of roof decks and outdoor recreational amenities should be incorporated into the overall architectural composition of high-rise buildings.

When high-rise buildings engage the street-level, elements such as enhanced exterior finishes and materials, canopies, lobbies and awnings shall be incorporated to reinforce the pedestrian-scale environment for Uptown Newport.

Designated passenger drop-off areas at street level may be provided in front of the main pedestrian entrance of high rise buildings and may include canopies or other such coverings for weather protection, building identification, or for additional way-finding.

Drop-off entrances for high-rise buildings separated from the street network may also be provided. Paving, landscape materials and other such elements of the drop-off area shall complement the urban design of the adjoining street.

3.3.5 Community Focal Points

Key locations within the project have been specifically identified for the implementation of special architectural features. These features are to be located at the entries to Uptown Newport, at portions of buildings that become focal points based on the juxtaposition and patterns of project roadways, and in key building frontages adjacent to park space and other locations that are visually prominent within the community (see Figure 3-39). These features may include the introduction of tower elements, enhanced fenestration or materials, reductions in building height and building step-backs by upper floors.

In addition to the focal point locations, tower elements are encouraged to be introduced to serve as architectural features to enhance the overall design and massing composition of project buildings. Towers may be used to incorporate roof stairway access and elevator over-rides, may be integrated into the functional design of residential units, or may be for the sole purpose of architectural interest. Towers should appear to be complete in form and detail from all vantage points.

3.3.6 Street Activators

Building lobbies, common spaces, front entry stoops and raised private patios shall be provided within Uptown Newport to engage internal project streets and enhance the pedestrian interface. Although these elements will be provided throughout Uptown Newport, special emphasis will be given to activating the street level of buildings facing the Spine Street (see Figure 2-19). As described on the following pages of this document, these elements will be designed to provide a human scale to the community. Shading and weather protection devices may be incorporated into these street-front elements.

Resident Serving Facilities

Private resident serving uses such as clubhouses, fitness centers, business centers and mail rooms are encouraged to be located at the street frontage. If compatible with the architecture of the building, the uses should embody a retail storefront-like aesthetic.

Retail

A minimum of twelve feet (12'-0") in floor-to-floor height for the retail uses should be provided. Ground floor retail spaces should be articulated with an emphasis on storefront glass. Storefront glazing is encouraged to provide a minimum of ten feet (10'-0") in height from the adjacent sidewalk. While storefront windows may extend to the ground, they should feature a solid base finished with high-quality materials.

To promote accessibility, ground floor retail and street-fronting resident serving facilities should have a floor elevation that approximates the surface elevation of the adjoining public sidewalk. Outdoor seating and dining areas are encouraged on sidewalks adjacent to retail uses.

Lobbies

Condominium and apartment buildings shall feature street-facing central lobbies. Lobby entrances shall be articulated and distinguished through materials, details and textures from other areas of the facade. Entry canopies of high quality material and design are encouraged and may project into the building setback up to five feet (5'-0").

Stoops

Stoops for private residences should be provided throughout Uptown Newport. Stoops are not permitted for uses fronting onto Jamboree Road. Openings to residences should be comprised of enhanced materials and trim.

First Floor Patios

To further enhance street activity within Uptown Newport, first floor patios for private residences are permitted throughout Uptown Newport. First floor patios should be raised above the sidewalk level. Rails should be designed to provide privacy to the patio.

3.3.7 Ground Floor Relationships to Streets and Perimeter Conditions

In order to provide privacy for street level residential uses, finished floors should generally be located approximately two feet (2'-0") above the adjacent street elevation. Retail storefronts and other semi-public street level improvements are encouraged to be generally flush with the adjacent sidewalk or shall incorporate terraces to accommodate a positive relationship to the public realm.

3.3.8 Screening Elements

To the extent practical, above-grade utility vaults and such infrastructure equipment as backflow preventers at domestic water meters, irrigation controllers, and cable television pedestals should be screened from public right-of-way views with dense landscaping and/or walls of materials and finishes compatible with adjacent buildings. Above grade utilities should be visually buffered with low walls or plant material.

Chain link fencing is not allowed, except temporary fencing to screen construction areas. Service door and mechanical screen colors should be the same as, or compatible to, the adjacent wall colors.

3.3.9 Accessibility Ramps

Accessibility ramps and lifts should be discretely integrated into the composition of the building exterior and entry design. Exposed utilitarian open metal railings should be avoided unless integrated into the overall aesthetic of the architecture. If significant grade changes must be negotiated, ADA accessibility requirements are encouraged to be satisfied through placement of building elevators in perimeter entry locations.

3.4

BUILDING DESIGN

3.4.1 Massing and Building Form Articulation

Massing should offer simple contrasts between adjoining components ~~and should not rely on details to appear resolved.~~ All four sides of each building should be designed with elevations that are well integrated with the overall building composition.

~~Street facades should provide articulation and variation and should not consist of monolithic planes. Modulation in facade setbacks~~ Architectural interest ~~should be provided such that~~ incorporated into ~~the resulting break in massing introduces the play of shade and shadow to the exterior elevations. In such conditions, changes to colors, materials and architectural character may be implemented in a deliberate manner that corresponds to massing breaks.~~

3.3.1 Internal Blocks and Neighborhoods

~~To avoid long continuous stretches of uninterrupted building planes, building faces should generally offer variation in increments of 100-125 horizontal feet or less when fronting internal public streets. While project facades of all buildings must maintain a consistent proximity to internal streets, subtle~~ in Uptown Newport. This may be achieved through articulated base treatments which respond to the pedestrian scale, horizontal or vertical variation in fenestration treatments, horizontal breaks and variation in setbacks are recommended in intermittent locations to provide overall visual interest. Where long expanses of continuous building edges are likely to occur along internal streets, such as on the southerly side of the project Spine Street, more significant massing breaks may be considered. or vertical layering of facade planes, forms and materials, or by incorporating

3.3.2 Jamboree Frontage

~~In contrast to the scale of building proportions recommended adjacent to internal project streets, larger massing elements may be considered on Jamboree Road frontage in response to the magnitude of the street, setbacks and associated vehicular travel speed.~~

~~Due to the extent of the anticipated building frontage along Jamboree Road, in addition to a required mid-block greenbelt connection, each of the resulting two halves of the frontage between the project entry roads shall have at least one significant horizontal massing break with a dimension no less than 25' in such as canopies, columns and recesses to create depth and 35' in width.~~

~~Modulation and variation of building height is critical along the Jamboree Road frontage. In order to further promote massing interest by varying building heights, introduction of non-occupied spaces such as attics, tower elements and other such architectural features is encouraged. An increase or a reduction in the number of floors at corner conditions or within selected portions of the frontage can also greatly contribute to recognizable variation in height and massing to different parts of the facade.~~

~~Though not mandated, the incorporation of a legible base, middle and top should be considered for the design of buildings within Uptown Newport. In this approach, base, middle and top portions may be visually defined by plane breaks, step-backs, horizontal banding, cornices or belt moulding.~~

The base should be differentiated through material, color, or rustication. Darker tones relative to other building field colors are generally encouraged within the building base with the application of lighter colors above. Exposed basement

conditions shall incorporate architecture consistent with the base treatments. The design of first floor entry stoops and private patios shall also utilize a similar or complementary design vocabulary as the building base.

In general, the middle portion should form a consistent body to the building with simplified window and material patterning, consistent field color and restrained visual movement. If horizontal massing elements are not provided, the middle portion should be distinguished from the base and top by a clearly defined moulding or cornice line.

The top portion of the building may be distinguished by cornices at the roof line, articulated eaves and soffits or by visual accentuation through enhanced window heights, transoms and extended parapets. The top portion of the building should appear to be the lightest in color tone, material and form.

Building forms and massing should be articulated based on the scale and length of the façade and should be composed as deliberate architectural solutions. Buildings should not be articulated as an aggregation of “stacks” of individual residences.

3.3.34.2 Corner Conditions

To create a successful urban design framework for blocks within Uptown Newport, corners of buildings should consist of deliberate ~~plan~~ forms and exterior elevation articulation. The front and side elevations of buildings on corner lots should be designed to “turn the corner.” The design of street corners of buildings on prominent parcels should incorporate such elements as unique towers, bays, wrapped balconies and ground floor treatments that are distinguishable from secondary building corners.

Residential units in corner conditions should include windows and allow for architectural features that orient to both adjacencies. Building entries may be integrated into the first floor corner conditions and are encouraged at street intersections and round-about locations. The location of stair towers, utility chases, and other non-occupied areas at building corners is discouraged.

3.4.3 Roofs

Roof forms should be integrated into the overall massing composition of each major building component and be complete or appear complete. Flat roofs and pitched roofs are permitted within Uptown Newport.

Flat roofs should incorporate variation in parapet heights to promote visual interest. Cornices, shading devices and other such horizontal projections may be utilized to create additional visual definition to the profile of flat roofs.

Where roofs are sloped, they should generally maintain a relatively shallow pitch (5:12 pitch or less). Pitched roofs on high-rise buildings are not encouraged, but, if incorporated into the design, may deploy **3.3.4 Building Form**

~~Regardless of style, it is encouraged that buildings be designed with a legible base, middle and top (see Figures 3-11 & 3-12). Base elements to buildings should appear to be of sufficient substance to visually support the floors above and may be differentiated through material, color, or rustication. Darker tones relative to other building field colors are generally encouraged within the building base with the application of lighter colors above. Exposed basement conditions shall incorporate architecture consistent with the base treatments. The design of first floor private patios shall also utilize a similar or complementary design vocabulary as the building base.~~

~~In general, the middle portion should form a consistent body to the building with simplified patterning, field color and visual movement. The top floor of the building should be lightest in color tone, material and detail. Base, middle and top portions may be visually defined by plane breaks, step-backs, horizontal banding, cornices or belt moulding.~~

~~steeper pitches~~

3.4 Architectural Features

~~Key locations within the Uptown Newport PC have been specifically identified for the implementation of special architectural massing features. These features are to be located at the project entries, at portions of buildings that become focal points based on the juxtaposition and patterns of project roadways, in key building frontages adjacent to park space and other locations that are visually prominent within the community (see Figure 3-14). These features will include the~~

~~introduction of features such as tower elements, enhanced fenestration, restrictions in building height and building step-backs by upper floors.~~

~~In addition to the key locations, tower elements may be introduced to serve primarily as architectural features to enhance visibility.~~

~~Where a combination of flat and pitched roof forms are incorporated into individual buildings, transitions between the roof forms should be associated with horizontal breaks in massing.~~

~~In accordance with NBMC, roofs should generally appear free of utility and communication devices when viewed from the public realm. Screening shall be consistent with the overall architectural design.~~

3.4.4 Fenestration

Composition

~~Fenestration between floors should be vertically aligned whenever possible. If opening widths are not vertically consistent between floors, the wider of the openings should be incorporated into the lower levels. Fenestration and composition of project buildings. Towers modulation in a high-rise building should be designed to emphasize verticality.~~

Detail

~~Windows should generally be recessed from the exterior wall surface to depict the substance of the exterior wall mass and introduce shade and shadow. Window surrounds may be utilized to create the appearance of a recessed condition.~~

~~Windows that are flush with exterior wall surfaces may only be used if consistent with a building's overall architectural vocabulary. Such windows must incorporate reveals or other such detailing to demonstrate quality design.~~

~~Clear glazing is preferred and should be specified to reduce glare and reflectivity.~~

~~Windows with articulated frames are encouraged exit stairs. Examples of articulated frames include enhanced trims, awnings, and cornice detailing. Window headers and sills should be of the same color. elevator over-rides, or may~~

3.4.5 Balconies

~~Balconies shall be integrated into the architecture of the building. Balconies may be designed to collectively create features within the overall composition and should be complementary to the massing, architecture and material palette of the building. Balconies may be utilized to wrap corner conditions to create visual interest to the building's architecture.~~

~~In order to maintain an urban architectural expression within Uptown Newport, balconies facing internal roadways are encouraged to be mostly recessed into the building volume. Projecting balconies, if located on internal streets, should not dominate the façade.~~

~~Balcony railings should be well detailed and balance transparency with privacy. Solid balcony walls are discouraged. Highly ornamental railing details are also discouraged.~~

~~The use of Juliet balconies as an architectural element is encouraged as a means of enhancing fenestration patterns and providing additional texture and detail to the façade.~~

~~To reduce noise impacts in certain areas of the site, balconies may contain Plexiglas functional or other such transparent sound barriers. The barriers may be mounted on hinges to allow residents to open or close them.~~

3.4.6 Horizontal Design Treatments

Cornice lines, belt moldings, friezes or other kinds of horizontal design of residential unit treatments should wrap the corners of the building and terminate only at a perpendicular surface. In order to provide contrast to the balance of the façade, horizontal design elements should incorporate thickness and depth or include substantial reveals.

3.4.7 Building Materials

Colors, materials, and finishes should be coordinated on all exterior elevations to achieve continuity of design. Stone, metal, exterior plaster, exterior insulated finishing systems (EIFS), brick, concrete, wood, metal, and glass are acceptable materials for building walls. Metal, wood, and glass are acceptable materials for railings. High density foam is an acceptable material for molding. Stripes and patterns are not appropriate, although retail storefronts may reflect the design theme of the merchant. Use of highly reflective building materials, such as polished metals and reflective glass, is not allowed as a primary building material, but may be considered in limited applications as accent elements. Tile, metal, and "green roof" systems are acceptable materials for roofs.

Material changes should occur at plane breaks, preferably at inside corners or at step-backs and should be visually integral to the structure. The change of materials within a continuous horizontal plane is discouraged.

3.4.8 Colors

The palette of building colors should generally be warm and rich in tone, but be appropriate to the style of the building. Accent colors should be used purposefully to express entries, bases or special areas and should not be highly contrasting, arbitrary or graphic.

Color should be consistent within building massing elements. Changes in color should be applied to clearly define horizontal building planes and should not be applied at outside corners. The change of color within a vertical façade should occur in conjunction with cornices or other such physical horizontal elements. The changing of color in an uninterrupted horizontal plane is not allowed.

Roof flashing, rain gutters, drains, vents, and scuppers should harmonize in color with the building's architecture.

3.4.9 Exterior Building Lighting

The incorporation of exterior architectural lighting is encouraged to emphasize and highlight key building features, forms and details. The buildings may include accent lighting, up-lighting and grazing or washing techniques to emphasize vertical surfaces. Excessive lighting and glare should be avoided. Landscape lighting within the adjacent streetscapes or open space areas should be coordinated with the design of exterior building lighting.

3.5.10 Architectural Enhancements

In addition to massing features, several locations within blocks and building parcels that are visually prominent to the community have been designated to include enhanced facade treatments (see Figure 3-44). ~~119).~~

While quality design execution must be provided throughout Uptown Newport, these locations require such upgrades to finishes and materials as ~~expanded:~~

Expanded masonry, ~~metal~~

Metal panels or siding, ~~rusticated~~

Rusticated base elements, ~~and enhanced~~

Enhanced window systems ~~and~~

Enhanced door specifications.

Particular attention and enhancement shall be placed on the exterior elevations of the first floor (street level) and base of the buildings in these locations to enhance the pedestrian/public realm experience. ~~Upper floors, though important, are less critical to the public realm.~~ Balcony rails, canopies, and other building elements may require additional ornamentation or execution of trim and detail appropriate to the building's architectural vocabulary.

3.5.1 Exterior Building Lighting

~~Exterior elevations requiring enhancements should incorporate exterior architectural lighting to emphasize and highlight key architectural features and building forms. The buildings may include accent lighting, up lighting and grazing or washing techniques to emphasize vertical surfaces. Landscape lighting within the adjacent street-scapes or open space areas should be coordinated with the design of exterior building lighting.~~

3.6 STREET ACTIVATORS

~~Building lobbies, common spaces, front entry stoops and raised private patios are encouraged within project buildings to engage project streets and enhance the pedestrian interface. These elements should be designed to provide a human scale to the community.~~

~~Ground floor retail spaces should be articulated with an emphasis on store front glass. Plate heights for the retail uses should be increased. Business signage shall be integrated into retail elevation.~~ **4.11 Structured**

3.6.1 Lobbies

~~Condominium and apartment buildings are encouraged to feature street-facing central lobbies. Lobby entrances should be pedestrian scale and be articulated and distinguished through materials, details and textures from other areas of the facade. Canopies, shading devices and other weather protection elements are encouraged to be incorporated into the entrances. The location of elevators with the introduction of elevator stops at street level to satisfy accessibility requirements is also encouraged. If elevator stops are not provided at street level, accessibility ramps should be discretely incorporated into the building base and site design.~~

3.6.2 Stoops

~~Front stoop entries to private residences are encouraged on the spine road as well as on neighborhood streets. Front stoops are not recommended for uses fronting onto Jamboree Road. Front doors should be comprised of enhanced materials and trim. To the extent feasible, residential entries should be raised above the sidewalk level.~~

3.6.3 First Floor Patios

~~To further activate streets with Uptown Newport, first floor patios for private residences are permitted on the spine road as well as on neighborhood streets.~~

3.7 STRUCTURED PARKING

3.7.1 Parking Design

Structured parking shall ~~either be below-located in basements or, if constructed above-grade or, be~~ encapsulated ~~with~~by habitable space, landscaping, or garden walls. ~~Where a parking level is constructed above-grade, it may be wrapped with residential units or other non-parking uses to conceal it from view. The~~Any exposed edge of subterranean parking shall be integrated into the architecture of the building and treated with consistent or complementary materials (Figure 3-~~24~~**120**). Other than landscaping that is consistent with adjoining building areas, screening is not required for exposed basement conditions where the height of the first level of habitable space above adjoining finish grade is less than or equal to three feet.

The interior of parking structures ~~shall~~**should** be designed to promote ~~a~~ safe vehicular and pedestrian ~~experience~~**access**. Ceilings ~~shall~~**should** be painted white or such light colors to brighten the ambiance of enclosed parking facilities. Convenient, well marked and attractive pedestrian access ~~shall~~**should** be provided within parking facilities and connect to elevator cores and parking-level building lobbies.

Vehicular Access to Parking

Garage access should be incorporated into the overall patterning of fenestration, construction bays and other components of the exterior elevation. Broad spanning openings between bays should be avoided. For subterranean parking facilities, ramps are encouraged to be located within the building perimeter and be integrated into the overall design character of the buildings they serve. **3.7.2**

Garage Ventilation

Openings for ventilation or day-lighting of subterranean parking structures will be incorporated into design of the exterior of the building ~~or, if.~~ If detached from the building façade, **openings for ventilation** should generally be screened from view from public streets and sidewalks, and from adjacent buildings.

3.7.3 Vehicular Access to Parking

~~Garage access shall be incorporated into the overall patterning of fenestration, construction bays and other components of the exterior elevation. Broad spanning openings between bays should be avoided. For subterranean parking facilities, ramps are encouraged to be located within the building perimeter and be integrated into the overall design character of the buildings they serve. Light from the garage shall be shielded from view from adjacent streets and from adjacent residential units.~~

3.8 HIGH-RISE BUILDINGS

~~High-rise buildings are encouraged to incorporate low-rise elements that provide for a step-back to the tower element in order to create a more human scale at the public realm (Figures 3-25). Should step-back conditions not be provided, increased building setbacks are required. Towers are encouraged to be offset from each other to enhance view opportunities from all four sides of the building. If towers do face each other, adequate separation (generally 80-100 feet) or offsets between buildings should be provided.~~

~~When high-rise buildings engage the street level, elements such as enhanced exterior finishes and materials, canopies, and awnings should be incorporated to reinforce the pedestrian-scale environment for Uptown Newport.~~

~~The design of roof decks and outdoor recreational amenities should be incorporated into the overall architectural composition of high-rise buildings.~~

~~Designated passenger drop-off areas at street level may be provided in front of the main pedestrian entrance of high-rise buildings and may include canopies or other such coverings for weather protection, building identification, or for additional way-finding.~~

~~Porte-cochere entrances for high-rise buildings separated from the street network may also be provided. Care should be given to blend the plant material, street furniture and other such urban design elements of the entries with the master landscape design of the adjoining street.~~

3.9 ROOFS

~~While modern or contemporary design is encouraged, a variety of roof types (flat, pitched, etc.) are permitted within Uptown Newport. A combination of flat and pitched roof conditions are permitted within buildings but should be associated with major massing components.~~

~~While a combination of pitched and flat roofs is acceptable, traditional mansard roofs should be avoided. Where roofs are sloped, they should generally maintain a relatively shallow pitch (5:12 pitch or less). Pitched roofs on high-rise buildings are not encouraged, but, if incorporated into the design, may deploy **more steep pitches to enhance visibility.**~~

~~Roof forms should be integrated into the overall massing composition of each major building component and be complete or appear complete.~~

~~Tile, metal, and "green roof" systems are acceptable materials for roofs. Roof flashing, rain gutters, drains, vents, and scuppers should harmonize in color with the building's architecture. When viewed from the public realm, roofs should generally appear free of utility and communication devices.~~

3.10 SCREENING ELEMENTS

~~The top of roof-mounted equipment and communications devices shall be below the building parapet. Equipment screens or roof ridge (on pitched roofs) shall be provided. (Figure 3-29)~~

~~To the extent practical, refuse collection areas, utility vaults and infrastructure equipment shall be screened from public right-of-way views with dense landscaping and/or walls of materials and finishes compatible with adjacent buildings.~~

~~Above-grade equipment, including backflow preventers at domestic water meters, irrigation controllers, and cable television pedestals shall be screened from public rights-of-way, when feasible. Chain link fencing is not allowed, except temporary fencing to screen construction areas. Service door and mechanical screen colors should be the same as, or compatible to, the adjacent wall colors.~~

3.11 RETAIL INTERFACE

~~Special design and construction considerations between the retail and residential uses shall be incorporated into the design of buildings with retail uses to reduce the potential for potential noise, odors, and other potential nuisances from retail uses. Features to be considered include but are not limited to: segregation of retail uses with corridors or non-habitable space; separate heating, ventilation and air conditioning systems; ventilation of exhausts from retail operations through filters; increased insulation or noise barriers, and; other appropriate measures.~~

3.12 WINDOWS

~~Fenestration between floors should be vertically aligned whenever possible.~~

~~Windows should be recessed from the exterior wall surface a minimum of four inches to depict the substance of wall mass and introduce shade and shadow to help animate the appearance of the building.~~

~~Windows with articulated frames are encouraged throughout the development, but specifically along Jamboree Road and the Architectural Enhancement Zones shown on Figure 3-14. Examples of articulated frames include enhanced trims, Juliet balconies, awnings, and cornice detailing. Window headers and sills should be of the same color. Windows should generally be recessed to add shadow and depth.~~

3.13 BALCONIES

~~Balconies should be integrated into the architecture of the building. Balconies may be designed to collectively create features within the overall architectural composition and should be complementary to the massing, architecture and material palette of the building.~~

~~To reduce noise impacts in certain areas of the site, balconies may contain Plexiglas sound barriers. The barriers may be mounted on hinges to allow residents to open or close them (Figure 3-34).~~

3.14 BUILDING MATERIALS

~~Colors, materials, and finishes should be coordinated on all exterior elevations to achieve continuity of design. Stone, metal, exterior plaster, exterior insulated finishing systems (EIFS), brick, concrete, wood, metal, and glass are acceptable materials for building walls. Metal, wood, and glass are acceptable materials for railings. Stripes and patterns are not appropriate; although retail storefronts may reflect the design theme of the merchant. Use of highly reflective building materials, such as polished metals and reflective glass, is strongly discouraged.~~

~~Cornice lines, belt moldings, friezes or other kinds of horizontal design treatments should wrap the corners of the building and terminate at a perpendicular surface. Material changes should occur at substantial plane breaks, preferably at inside corners or step-backs and should be visually integral to the structure.~~

~~The palette of building colors should generally be warm and rich in tone and be appropriate to the style of the building. Accent colors should be used purposefully to express entries, bases or special areas and should not be highly contrasting, arbitrary or graphic.~~

4.1 GRADING AND EARTHWORK

Grading of the project shall be designed in a manner consistent with the applicable grading standards and ordinances of the City of Newport Beach. The grading shall be designed with a goal of ~~limiting~~minimizing the earthwork import and export to and from the site. The grading design and earthwork specifications shall incorporate the recommendations of a licensed geotechnical engineer and a licensed geologist.

The design of the grading shall anticipate the possibility of subterranean parking levels beneath the proposed buildings. Some of the material excavated to establish the subterranean pad envelopes can be used as fill to bring site grades up to elevations that would be several feet above existing grades. The grading should be designed such that the first floor elevations of the residential buildings are two to four feet above the surrounding site grades. Excess cut material should be exported from the site to locations and by routes approved by the appropriate governing agencies. The volume of export will depend on the extent of the subterranean parking. -In addition, site and street grades shall be designed to accommodate pedestrian and vehicular connections to the adjoining Koll-Center Newport property.

It will be necessary to blend the limits of grading in the first phase with the TowerJazz Semiconductor facility. It will be necessary to construct interim retaining walls and slopes along the edge of the first phase grading. In the second phase of development, these interim walls and slopes could be removed.

4.2 SEWER

The design of the on-site sanitary sewer facilities shall be consistent with the applicable standards of the City of Newport Beach. In general, the sewer system shall be designed to take advantage of existing City and Orange County Sanitation District (OCSD) facilities that currently serve the site.

Where possible, the proposed on-site sewer system will be located within the site roadway system. Manholes and cleanouts will be provided at recommended intervals to facilitate access to the system for cleaning and maintenance. The system should be designed to flow by gravity. The need for pumps is not anticipated, nor should it be encouraged.

4.3 WATER

Domestic water system improvements shall be designed in accordance with the standards and specifications of the Irvine Ranch Water District (IRWD).

The locations of fire hydrants, fire department connections, and other elements of the fire protection water system must be approved by the Newport Beach Fire Department. Backflow preventers and other above ground water system appurtenances should be placed in unobtrusive locations that are screened with landscaping to the extent practicable.

Currently, IRWD does not have recycled water facilities in the streets adjoining the project site. Should IRWD determine that ~~theirs~~ recycled water system will be expanded to serve the project, then it will be necessary to provide a network of recycled water pipelines and meters for project landscaping irrigation.

Irrigation and sprinkler head piping shall be "purple pipe" so that if recycled becomes available, Uptown Newport will be able to connect.

4.4 STORM DRAINAGE

Runoff from the site is currently conveyed by underground storm drains to the existing drainage ponds along Von Karman Avenue to the northwest of the property. The ponds connect to the City of Newport Beach storm drain system which, in turn, discharges to the Back Bay/San Joaquin Creek near Jamboree Road.

Drainage design for Uptown Newport shall be in accordance with appropriate City of Newport Beach requirements and permits. This will include approval and implementation of a Water Quality Management Plan that will incorporate Low Impact Development principles.

In general, the proposed storm drain system is expected to consist of a system of underground pipes that will convey storm water runoff (including that which has been properly treated for water quality) to the existing downstream off-site system using several points of connection along the northwest side of the side of the site.

4.5 WATER QUALITY

The proposed project shall be designed to comply with the requirements of the appropriate permits pursuant to the National Pollution Discharge Elimination System (NPDES). A Water Quality Management Plan (WQMP) will be prepared. The purpose of the WQMP is to minimize the effects of urbanization on site stormwater runoff quality and quantity by implementing Low Impact Development (LID) Best Management Practices (BMP's).

For each construction phase of the project, a Storm Water Pollution Prevention Plan (SWPPP) will be required. This plan will specify the Best Management Practices (BMP's) to be deployed during construction of the project to protect the quality of stormwater runoff from the project during construction.

A variety of BMPs will be deployed for this project. These may include infiltration with bioretention in landscape and park areas, planter boxes with underdrains, vegetated filter strips, and proprietary treatment systems. To the extent ~~possible/practicable~~, the ~~master-developer~~Master Developer should provide BMP's for the design capture volume for the entire site. These can be placed within the parks, the planter areas, and landscape strips. Planter boxes with underdrains are an additional BMP option for the individual building sites. The downstream ponds in the Koll Center Newport will provide further water quality treatment through aeration and settlement of silt and sediments.

4.6 UTILITIES

Electrical service for the project will be provided by Southern California Edison Company (SCE). The existing SCE substation, located near the southwest corner of the site will remain functional during Phase 1 to supply service to the TowerJazz Semiconductor facility. Natural gas service will be provided by Southern California Gas Company.

4.7 GENERAL

Nothing in the Uptown Newport PC or Design Guidelines is intended to lessen the other requirements with respect to site infrastructure that are set forth in city, state or federal codes.

Attachment No. PC 7
Correspondence

MEYER PROPERTIES

4320 VON KARMAN AVENUE • NEWPORT BEACH, CALIFORNIA 92660
(949) 862-0500 • FAX (949) 862-0515

January 18, 2013

Michael Toerge, Chairman
Bradley Hillgren, Vice Chairman
Fred Ameri, Secretary
Tim Brown, Commissioner
Kory Kramer, Commissioner
Jay Myer, Commissioner
Larry Tucker, Commissioner
City of Newport Beach Planning Commission
3300 Newport Blvd.
Newport Beach, CA 92663

RECEIVED BY
COMMUNITY

JAN 22 2013

DEVELOPMENT
CITY OF NEWPORT BEACH

Re: Uptown Newport Project:

Dear Commissioners:

While this letter is less timely than I would have preferred, I believe the substance is no less relevant.

In this regard, I was one of the attendees at the Planning Commission hearing on December 20, 2012. I appreciated the opportunity to speak before the Commission and felt like many of the members heard the concerns of those of us who spoke and sought to mitigate some of the negative impacts the Uptown Newport Project will have on our properties.

I, however, have to admit that I was surprised the planning staff made virtually no comments or recommendations that would be favorable to the Koll Center Newport property owners.

A number of us who spoke made comments that were directly or indirectly related to the General Plan for the airport area. Commissioner Tucker made a comment that, in essence, they had their chance to comment on the General Plan as they were "properly" noticed. I would like to make what I feel is a most important semantic distinction. While we were "legally" notified, I don't feel we were properly notified. I've spoken with most of the Koll Center Newport property owners and not one has indicated they received notice of the General Plan Amendment. I suspect that's because the City could provide legal notice via notice in the newspaper.

Notwithstanding this distinction, we know the ship has sailed on the General Plan. We also know that the city has financial and political incentives to do as high density an affordable housing project as possible. All we can do now is take necessary action to preserve the property value and lifestyle of Koll Center Newport as best we can and hope that you and the City Council won't let politics and economics override what is best for existing property owners as well as the future residents of the project.

Accordingly, I hope you will give serious consideration to the highly unusual but most revealing circumstance of a virtually unanimous opposition by those of us who are experienced real estate developers and/or investors to the Uptown Newport Project as it is currently designed.

Sincerely,

Meyer Properties

A handwritten signature in blue ink, appearing to read "J. Hasty", with a stylized flourish at the end.

James B. Hasty
Senior Vice President



Newport Lexus (949) 477-7000
3901 MacArthur Blvd. (949) 477-7010 Fax
Newport Beach, CA 92660 www.newportlexus.com

November 30, 2012

Chairman Toerge
& Newport Beach Planning Commission
3300 Newport Center Drive
Newport Beach, CA 92663

**RE: Uptown Newport – PA 2011-134
4311-4321 Jamboree Road**

RECEIVED BY
COMMUNITY

JAN 07 2013

DEVELOPMENT
CITY OF NEWPORT BEACH

Dear Chairman Toerge & the Newport Beach Planning Commission:

Our dealership occupies property at the corner of Jamboree and MacArthur Blvd. in Newport Beach, about ¼ mile from the proposed Uptown Newport project.

We have reviewed the plans for Uptown Newport, have discussed the project with the applicant, The Shopoff Group, and are writing this letter in support of the proposed project. We believe this use of the property will be beneficial to the area, bringing new residents to the community, and creating a more vibrant neighborhood mix. Among the reasons that we support this project are:

- A master planned mixed use project is the appropriate use for the property.
- The addition of over 2 acres of urban parks will provide an amenity for our employees. This should become an area they can utilize during their breaks while remaining in the area.
- A new high-density residential community will provide much-needed housing in this area of Newport Beach and will allow its residents to experience a live/work environment. This could be a useful recruiting tool for our firm, providing potential for shorter commutes to work.
- The current industrial uses, while being good neighbors for many years, are becoming outdated for the area and are in great need of renovation and redevelopment.
- Redevelopment of this site with the proposed 1,244 residential units and associated retail will enhance property values and bring a new vitality to the area.

We respectfully request your approval of the Uptown Newport project, as we believe it conforms to the City's General Plan goals for the area and provides the many benefits the city anticipated for an urban residential lifestyle community. We believe it is compatible with our dealership and look forward to seeing this project come to fruition.

Sincerely,

David Wilson
Owner/CEO

ADDITIONAL
MATERIALS
RECEIVED

UPTOWN NEWPORT



APPLICANT'S PRESENTATION

MVE & PARTNERS



The Colony



Newport Bluffs



One Ford Road



Belcourt

MVE & PARTNERS



Corporate Plaza



680 Newport Center Drive



Bayview

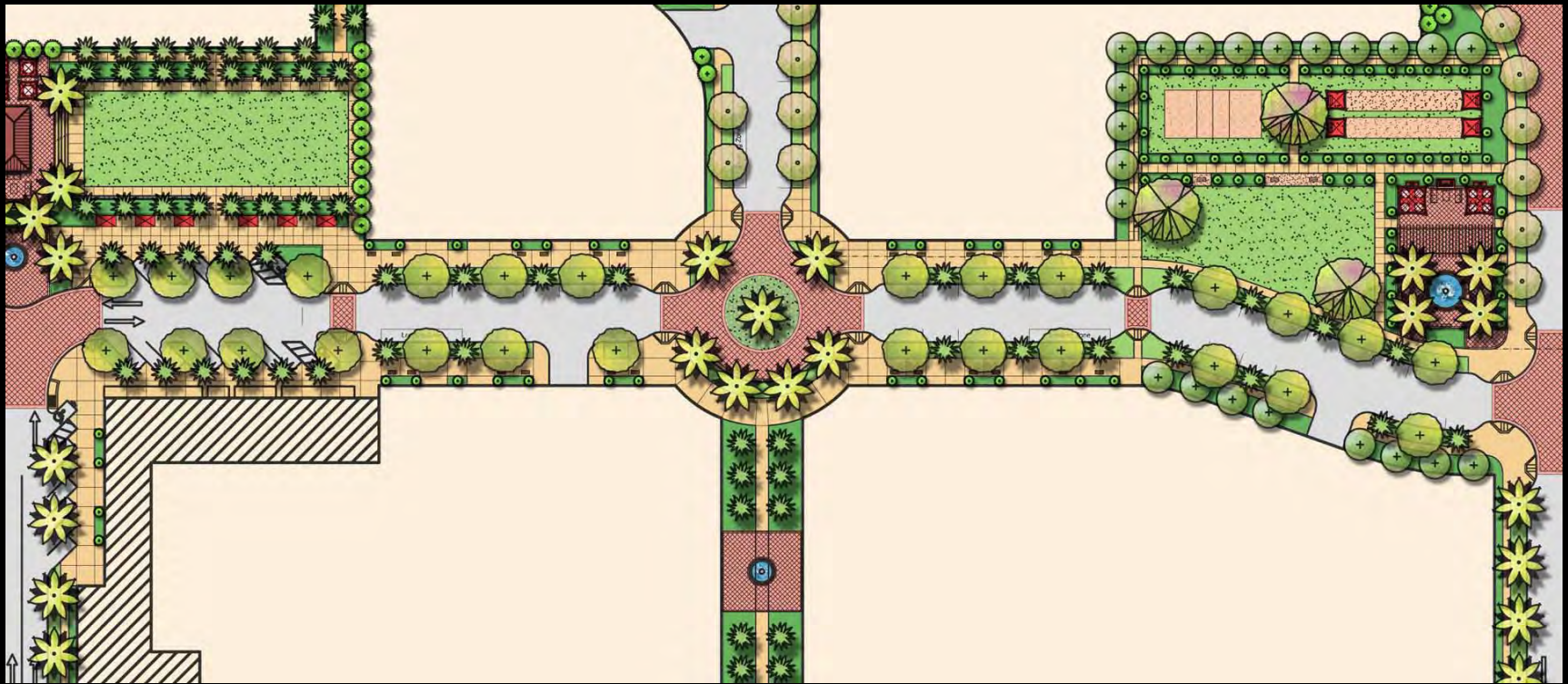


888 San Clemente

MASTER SITE PLAN



SPINE STREET



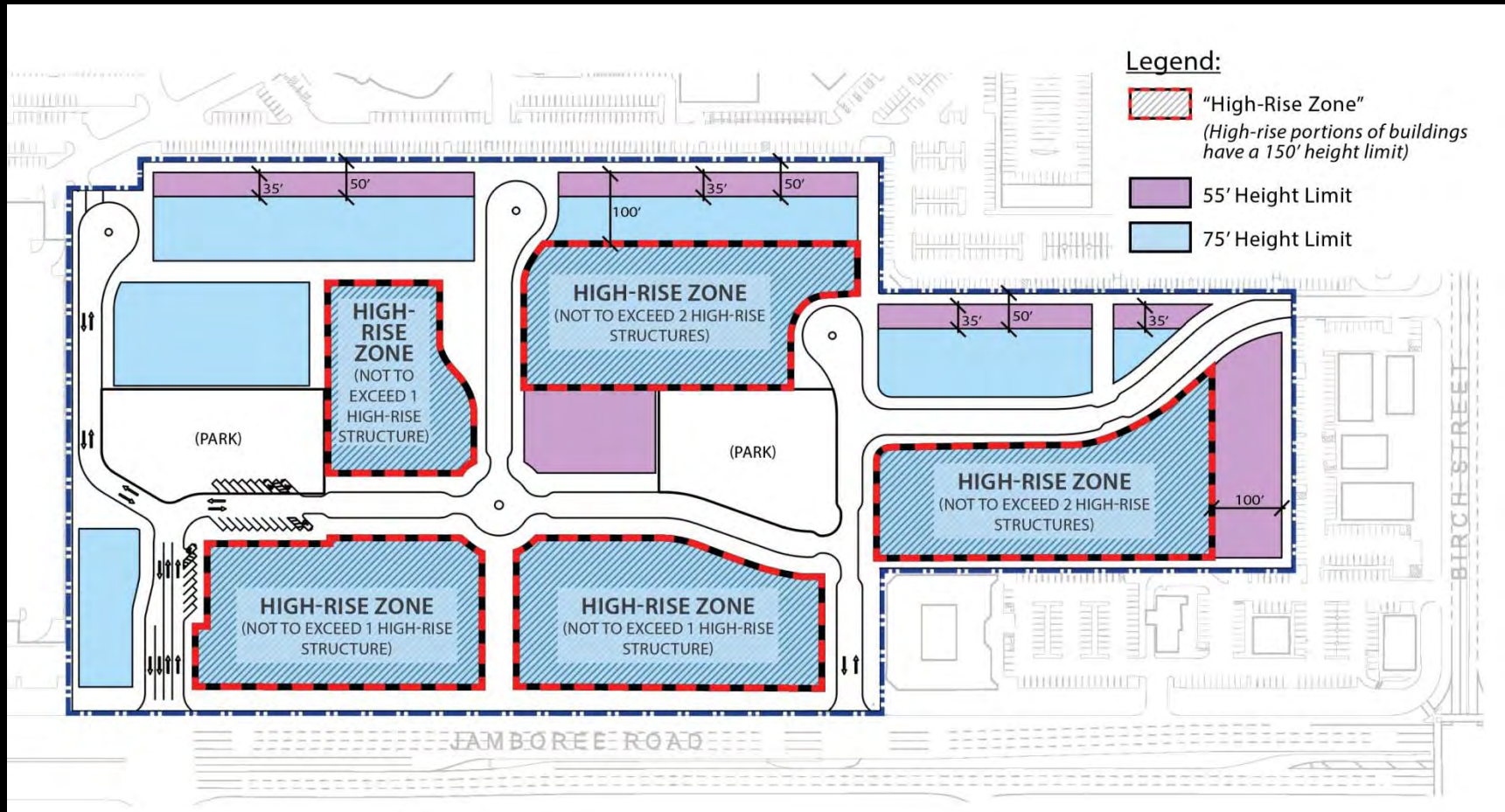
PRIVATE OPEN SPACE



PRIVATE OPEN SPACE



BUILDING HEIGHT LIMITS



ARCHITECTURAL THEME & CHARACTER



The theme of Uptown Newport embodies a collection and blending of **traditional**, **modern** and **contemporary** styles to establish a dynamic urban village with diverse architecture



TRADITIONAL ARCHITECTURE



- Traditional architecture may draw inspiration from historic styles without literally replicating them
- Exhibits clearly defined fenestration patterns, wall mass and appropriately scaled detailing



MODERN/CONTEMPORARY ARCHITECTURE



- Characterized by simple form, where design is expressed by the materials and structure of the building
- Designs often include bold lines, large window openings and cantilevered projections



BUILDING ORIENTATION



Orthogonal building reinforcing street grid



Orthogonal courtyard relationship

BUILDING ORIENTATION

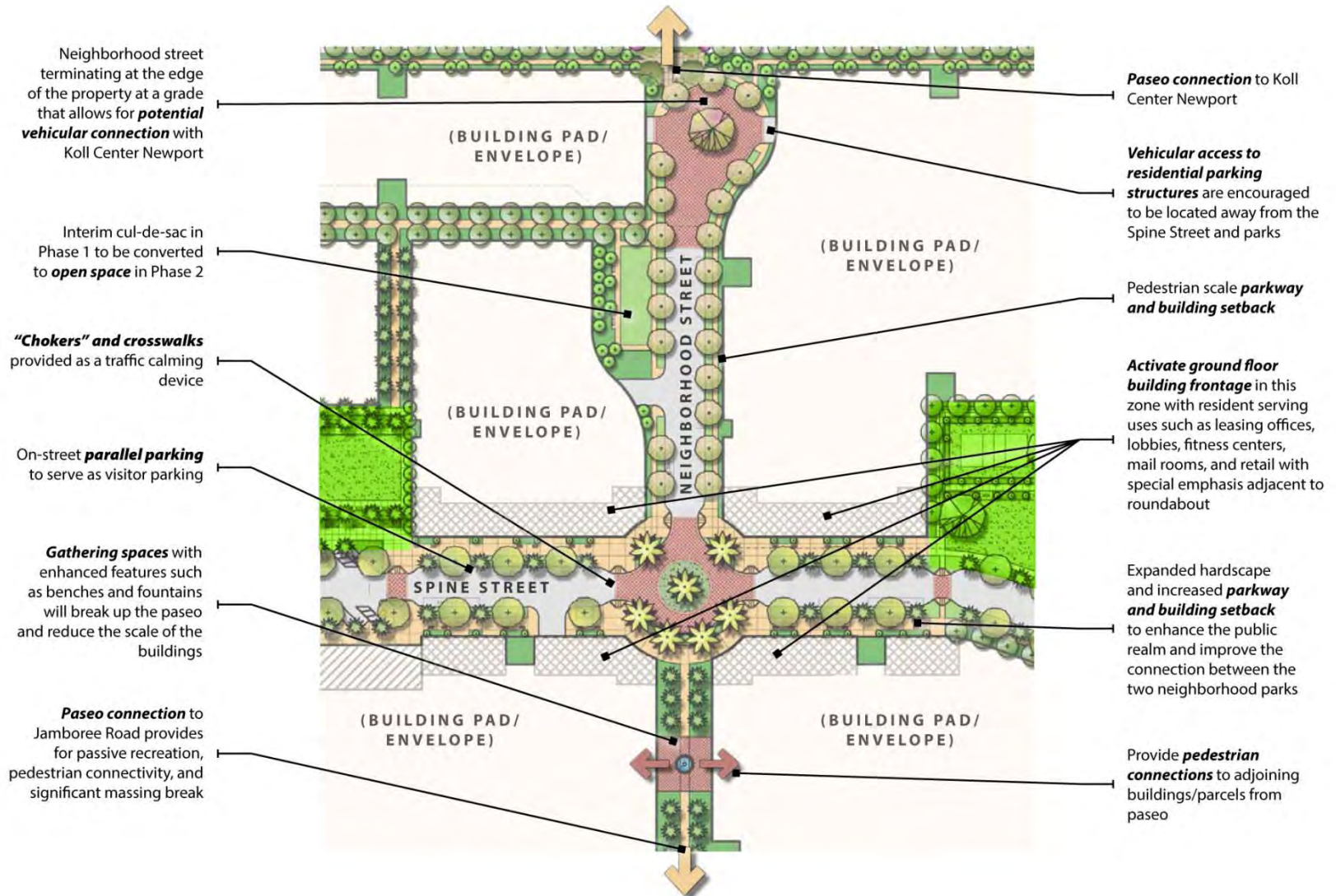


Strong street presence



Building defining park edge

SPINE STREET



STREET ACTIVATORS



Lobby as street activator



Resident serving uses as street activator

STREET ACTIVATORS



Retail engaging public walkway

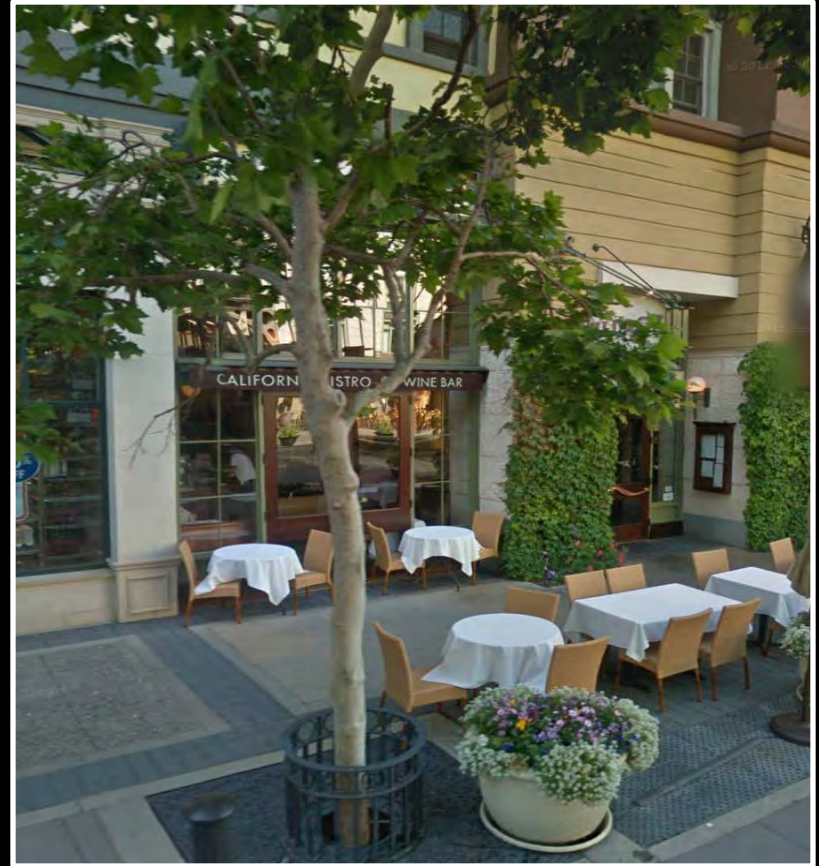


First floor patios and stoops as street activators

STREET ACTIVATORS



Mixed Use Retail



Cafes as street activators

MASSING & ARTICULATION



Composition of base, middle, and top elements



Horizontal and vertical articulation

BLOCK MASSING



HIGH-RISE MASSING



Low rise massing and increased building setback



Low rise massing

CORNER CONDITIONS



Deliberate forms incorporated into corner



Prominent corner

FENESTRATION



Vertical alignment of fenestration

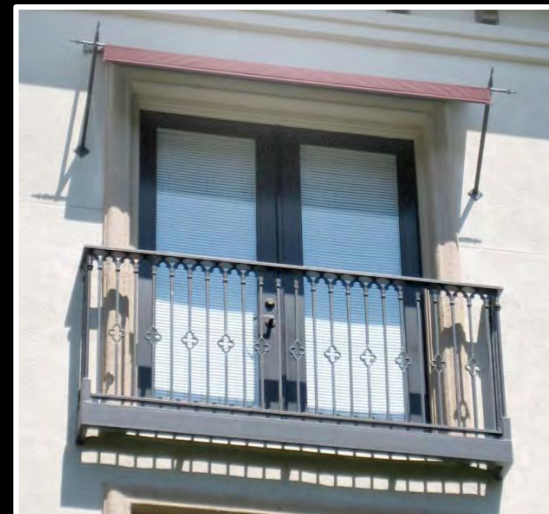


Recessed windows

BALCONIES

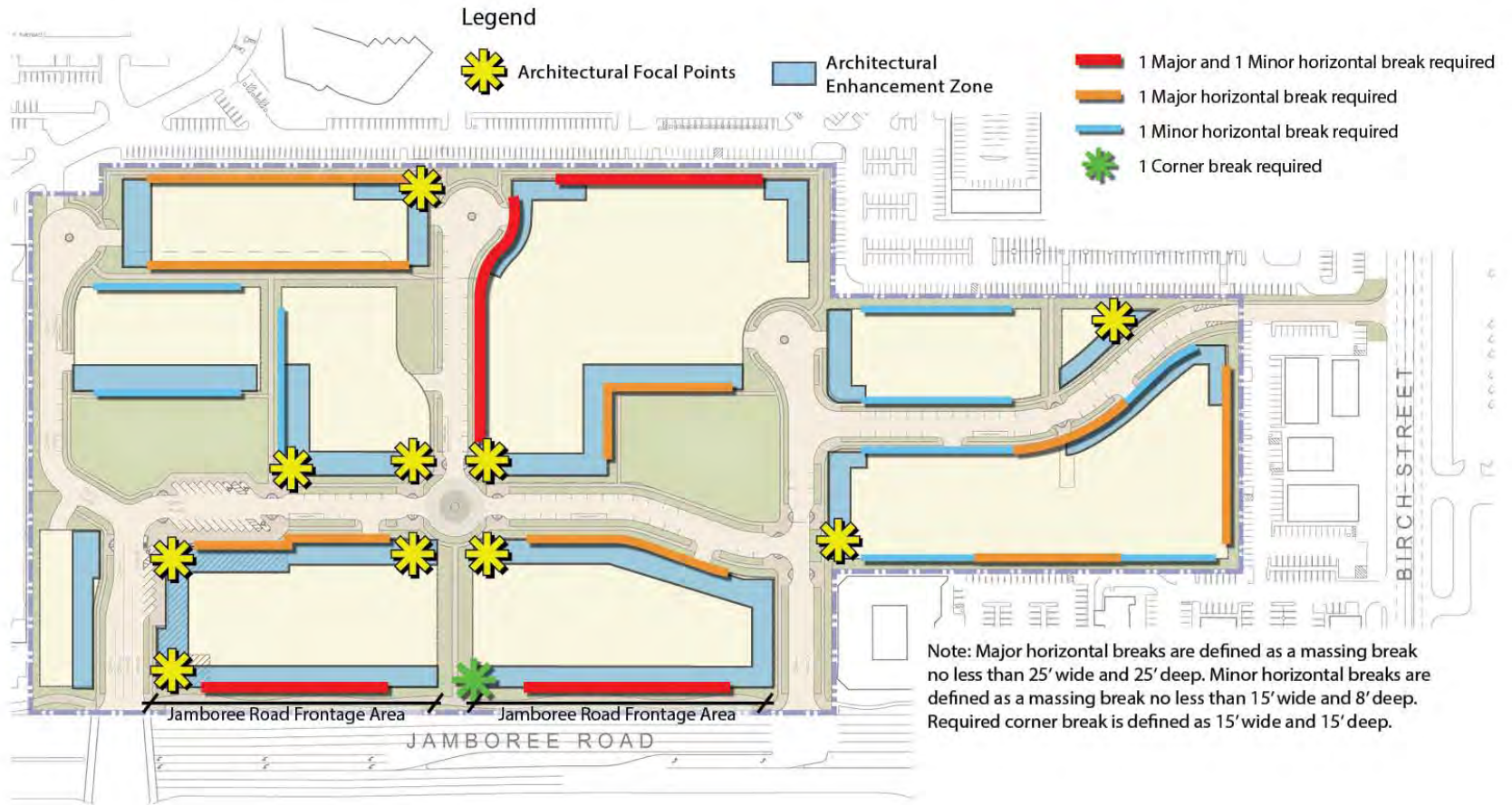


Balconies integrated into building architecture

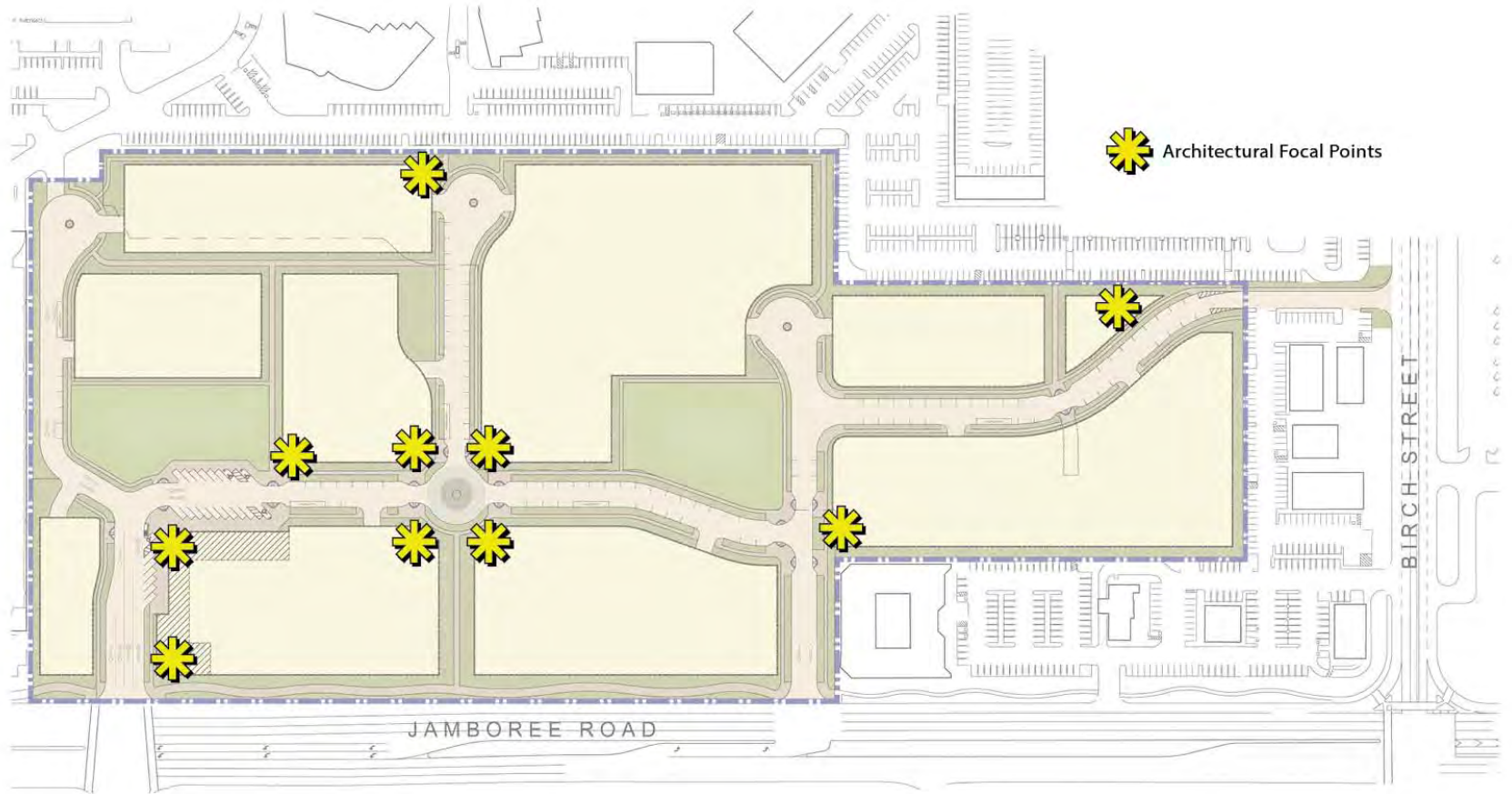


Balcony details

URBAN DESIGN



COMMUNITY FOCAL POINTS



COMMUNITY FOCAL POINTS



Reduction in building height as focal point



Tower element as focal point

COMMUNITY FOCAL POINTS

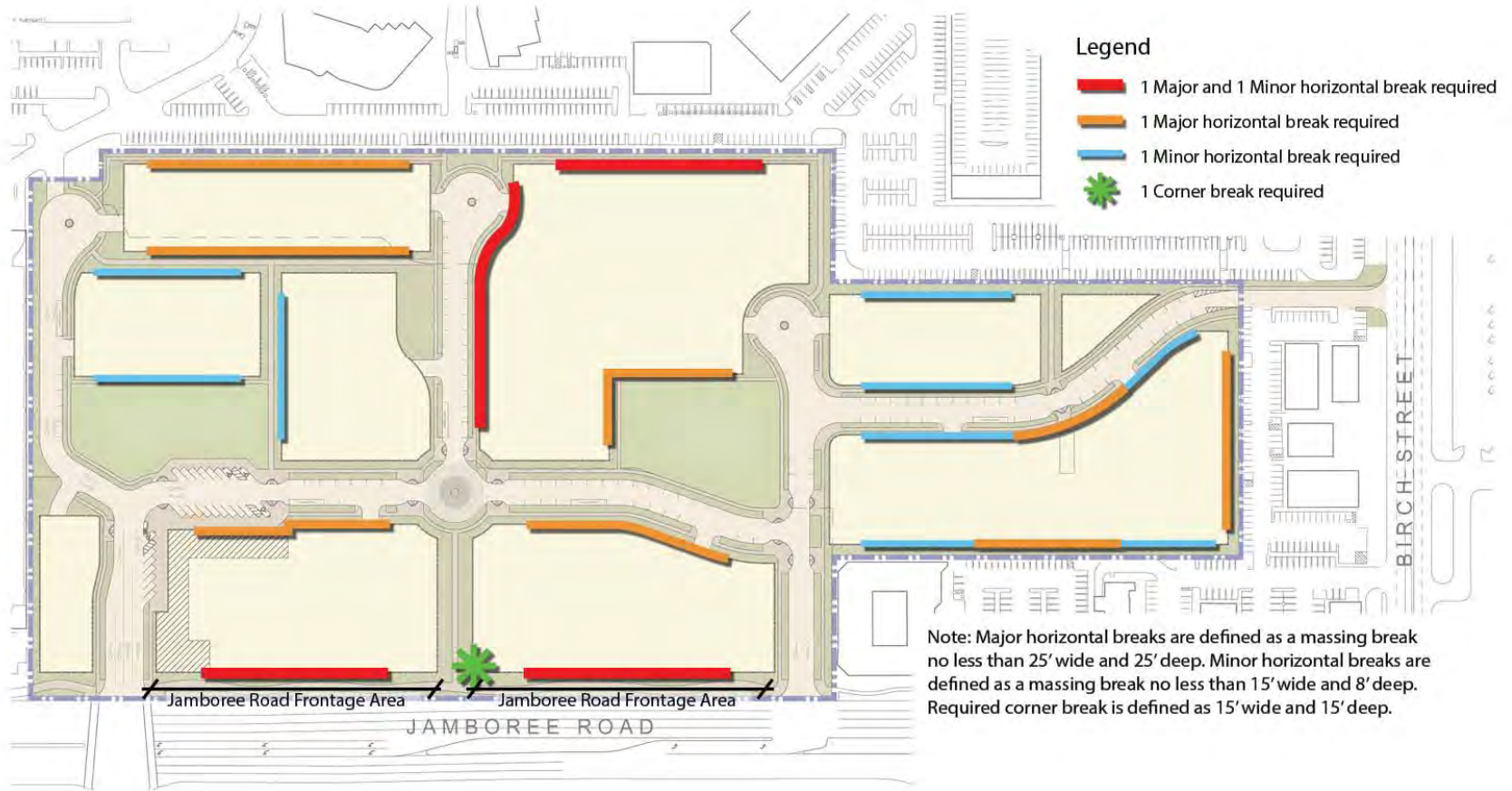


Enhanced fenestration as focal point



Step-back as focal point

MASSING BREAKS



MASSING BREAKS

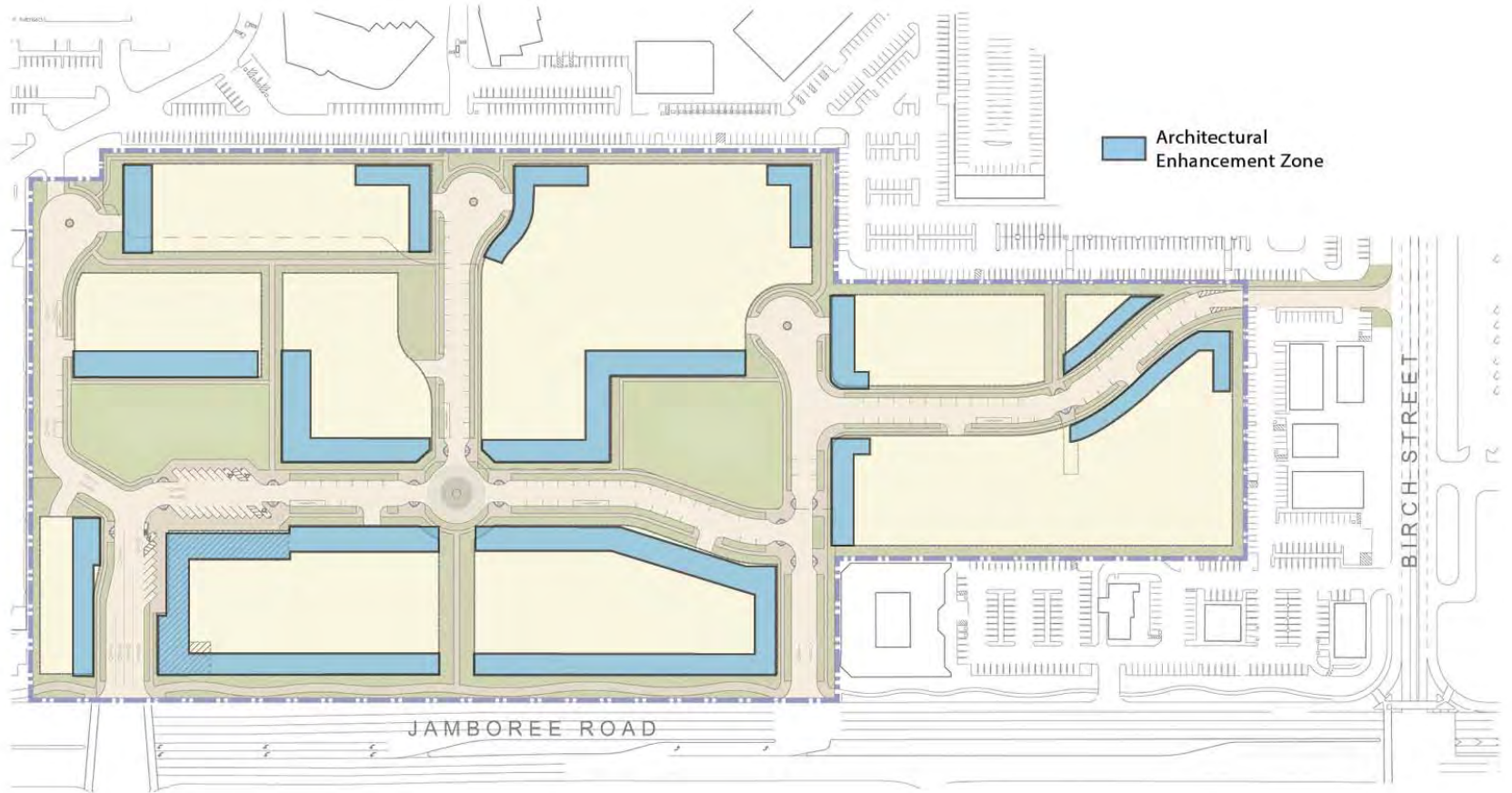


Vertical massing break



Horizontal massing break

ARCHITECTURAL ENHANCEMENTS



ARCHITECTURAL ENHANCEMENTS



UPTOWN NEWPORT



Item No. 3 : Uptown Newport (PA2011-134)

I find this project too large and multi-faceted, and the documentation too voluminous, to comment on it in any meaningful way. However I find it odd that the agenda announcement describing the proposed resolution of recommendation does not mention the making of a recommendation to Council regarding the Airport Land Use Commission's rejection of the project as presented to them – a matter which I think has been handled much too casually and without adequate information. I also find it odd that the agenda packet does not seem to include a copy of the proposed resolution, which, even if there is no need to address the ALUC matter, I would assume has undergone at least some revision compared to the version(s) presented in earlier agenda packets. If nothing else, the proposed date of adoption and the dates on which hearings were held have surely changed.

More specifically, as I understand it the ALUC was in part concerned about giving their blessing to a project which might, subsequent to their approval, be substantially modified by the PC. Rather than encouraging the Council to override the ALUC's pre-PC approval decision, and in the process possibly placing unnecessary liability on the City's taxpayers, I would suggest the Planning Commission include a recommendation that the project as tentatively approved by the PC be sent back to the ALUC for re-evaluation – recognizing that might necessitate further changes and iterations to accommodate the ALUC's concerns. Although the developer may not appreciate the delay, I believe it is clearly in the best interest of the residents of Newport Beach, as well as those who will eventually be living in the project, to have something *both* the PC *and* the ALUC are comfortable with.

KOLL CENTER NEWPORT

Via E-Mail

February 7, 2013

Michael Toerge, Chair
Bradley Hillgren, Vice Chair
Fred Ameri, Secretary
Tim Brown, Commissioner
Kory Kramer, Commissioner
Jay Myer, Commissioner
Larry Tucker, Commissioner
City of Newport Beach Planning Commission
3300 Newport Blvd.
Newport Beach, CA 92663

Re: Uptown Newport Residential Development

Dear Commissioners:

Please accept this letter on behalf of Koll Center Newport Common Areas ("KCN"). We have had the opportunity to meet with The Shopoff Group ("TSG") on multiple occasions over the course of their planning process to express our concerns. While TSG has accommodated several of our concerns to date, the following is a summary of concerns that we ask TSG to consider and incorporate:

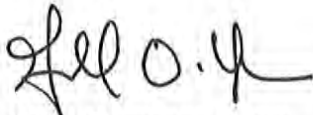
- **Retail:** A minimum of 6,000 SF of food service should be provided to serve not only the new residential community as well as the existing surrounding uses. TSG seemed to be in support of this concept subject to reasonable conditions.
- **Building Setbacks:** Given this is a four-sided project we would encourage a more substantial setback between KCN and Uptown Newport.
- **Building Design/Massing:** As noted above Uptown Newport is a four-sided project and therefore the buildings bordering KCN should have key design elements on all sides and include articulation in the massing so the buildings do not appear to have long unbroken masses. We believe TSG

has agreed to "four-sided" architecture and we believe they are considering major breaks in massing.

- **Vehicular Access:** Limit to emergency vehicles only across KCN to Von Karman. This is a view shared by TSG, KCN, and KCN building owners.
- **Pedestrian Access:** Due to the impacts and liability of additional pedestrian traffic across KCN a Reserve Fund should be established utilizing community benefit funds set aside as a result of Uptown Newport. Two points of connection would be acceptable if this fund can be created.
- **Affordable Units:** Low and very low income affordable units should be eliminated as they are not complimentary to a mixed use development.

Thank you for your consideration and time spent on this matter.

Regards,

A handwritten signature in black ink, appearing to read "Fel O. Y.", with a stylized flourish at the end.

KCN Common Area
Management

4. PLANNED COMMUNITY DEVELOPMENT PLAN IMPLEMENTATION

Master Site Improvements include the following:

1. Demolition, site preparation and rough grading;
2. Backbone storm drain system within the streets;
3. Sanitary sewer system within the streets;
4. Water distribution system within the streets;
5. Reclaimed water distribution system within the streets;
6. Street improvements, including street paving, curb and gutter, sidewalk, parkway improvements to the back of sidewalk;
7. Common area fencing and walls;
8. Neighborhood Park improvements for the two (2) public parks;
9. Landscape improvements within common areas, including: public street parkways to the back of sidewalk; project entries; Jamboree Road parkway and Class 1 and multi-use trail; Neighborhood Park landscape improvements; paseo landscape improvements;
10. Master street light and common area lighting improvements;
11. Dry utilities;
12. Master community signage.

A Master Site Development Plan shall be prepared to implement the Master Site Improvements within the Uptown Newport PC. The purpose of the Master Site Development Plan review is to ensure that the Uptown Newport site is developed consistent with the Uptown Newport Land Uses, Development Standards & Procedures, Design Guidelines, Phasing Plan, Development Agreement, applicable environmental mitigation measures, and applicable City Codes and standards, as well as to ensure that the Master Site Improvements are constructed and completed in a manner that provides for a complete and cohesive master plan.

4.1.1 Application

Review and approval of the Master Site Development Plan application shall be conducted by the City of Newport Beach Planning Commission in accordance with the procedures for a Major Site Review application outlined in NBMC, with the exception of proposed buildings. Proposed buildings within the Uptown Newport PC shall be evaluated in accordance with the Site Development Review process outlined in Section 4.2 herein.

Plans shall be prepared for the public and common area elements within the Uptown Newport PC, including streets. The Master Site Development Plan application shall include the following plans for the Uptown Newport project, with separate Master Site Plans prepared for both Phase 1 and Phase 2:

1. Preliminary grading plans;
2. Preliminary street improvement plans;
3. Preliminary master landscape plans and plant palette;
4. Preliminary public parks and paseo plans;
5. Preliminary master wall/fence plans;
6. Preliminary master lighting plan (street lights and common area lighting);
7. Preliminary master sign plan.
8. Prototypical building elevations that clearly demonstrate the architectural style of all structures, illustrate exterior materials, exterior colors and building heights.

3. ARCHITECTURAL GUIDELINES



Figure 3-1: Koll Center Newport



Figure 3-2: Conexant property



Figure 3-3: Adjacent retail on Jamboree Road

3.1 INTRODUCTION

3.1.1 Purpose

The purpose of these Design Guidelines is to provide design direction and establish expectations for builders and developers of individual parcels within Uptown Newport. It will also provide the City of Newport Beach with guidelines from which to measure conformance when reviewing development applications for buildings proposed within Uptown Newport. The objective of these Guidelines is to establish Uptown Newport as a high-quality residential community that is distinguished in quality of design, materials and appearance from other high density residential projects in the surrounding vicinity.

3.1.2 Architectural Context

The surrounding airport area includes a mix of commercial and light industrial uses. Varied architectural styles emerge in the surrounding properties, with many of the buildings being reflective of styles prevalent in the 1970's and 1980's time periods in which they were built. While architecturally eclectic in nature, buildings surrounding the property were predominantly designed for commercial office purposes and include high-rise glass curtain wall structures, wood-sided low rise multi-tenant facilities and "boutique" offices built for specific users.

3.1.3 Scale Context

The height of buildings found in surrounding properties varies substantially, and includes small single-story, low-rise, mid-rise and high-rise (10+ story) structures. Mid-rise and high-rise residential buildings are prevalent northerly of the site along Jamboree Road and adjacent to the site along Birch Street.

3. ARCHITECTURAL GUIDELINES

3.2 ARCHITECTURAL CHARACTER FOR UPTOWN NEWPORT

3.2.1 Theme and Character

The theme for Uptown Newport is the creation of a dynamic urban village with diverse architecture. Buildings within Uptown Newport will incorporate one or more of traditional, modern, or contemporary styles and shall aesthetically integrate with each other in a cohesive fashion. This theme will allow for the development of residential buildings within Uptown Newport in a manner that acknowledges the urban character of the Airport Area and surrounding commercial uses.

Conceptual exterior elevations will be prepared for review by the Newport Beach Planning Commission as part of the Master Site Development Plan Review process outlined in Section 4.1 of the Planned Community Development Plan Land Uses, Development Standards and Procedures. These prototypical elevations will clearly demonstrate the architectural style of all structures, and will illustrate exterior materials, exterior colors and building heights. This requirement shall apply to all buildings in both Phase 1 and Phase 2.

In addition, all buildings within Uptown Newport PC shall be subject to the Site Development Review process outlined in Section 4.2 of the Planned Community Development Plan Land Uses, Development Standards and Procedures prior to issuance of building permits



MEYER PROPERTIES

4320 VON KARMAN AVENUE • NEWPORT BEACH, CALIFORNIA 92660
(949) 862-0500 • FAX (949) 862-0515

Via E-Mail

February 7, 2013

Michael Toerge, Chairman
Bradley Hillgren, Vice Chairman
Fred Ameri, Secretary
Tim Brown, Commissioner
Kory Kramer, Commissioner
Jay Myer, Commissioner
Larry Tucker, Commissioner
City of Newport Beach Planning Commission
3300 Newport Blvd.
Newport Beach, CA 92663

Re: Uptown Newport Project

Dear Commissioners:

We the undersigned wish to take this opportunity to thank you for hearing many of our concerns during the hearing on December 20th, and to further communicate the areas where we feel additional consideration is needed.

These areas of concern are as follows:

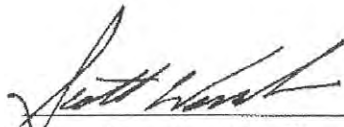
1. Retail- a minimum of 6,000sf of food service with one sit-down restaurant should be provided to serve the new residential community as well as the existing business community.
2. Building Setbacks – a minimum of 35' from the Koll Center Newport and Courthouse Plaza property lines, subject to shade/shadow study to confirm impact from the Uptown structures will be minimal.
(The Jamboree setback is 35' and there are no building occupants on that boundary)
3. Building Height – a maximum of 55' for structures closest to the KCN and CP property lines, again subject to a shade/shadow study to confirm impact from the Uptown structures will be minimal.
4. Building Massing – buildings closest to the KCN and CP property lines should have articulation and none should be longer than the 4340 and 4350 Von Karman buildings.

Page Two

5. Vehicular Access – should be limited to emergency vehicles only.
6. Parks – 2 acres of parkland seems very low by any standard and particularly due to the isolated nature of the site. Parking should be provided adjacent to all parks.
7. Pedestrian Access – if a Reserve Fund is established by the developer or the city, 2 connections will be acceptable. If no reserve fund is established, no access is acceptable.
8. Affordable Units - eliminate low and very low income affordable units or limit them to seniors

Sincerely:


Canopi LLC


Scott Wessler, Vice President

Cornerstone Advisors

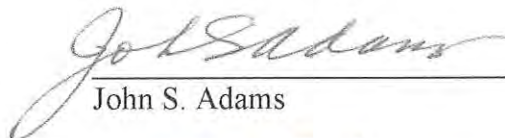

Sandy Throop, Vice President

Dexus Property Group


Bruce McDonald, Managing Director


Bryan Bentrott, Managing Director

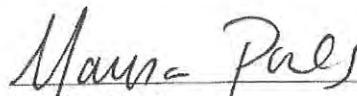
**Courthouse Plaza Association/
John S. Adams & Associates, Inc.**


John S. Adams

Meyer Properties



James B. Hasty, Sr. Vice President

Olen Properties


Marisa D. Poulos
Associate Counsel

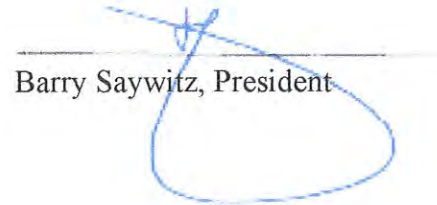
Page Three

The PRES Companies



Brad Schroth, President

The Saywitz Company



Barry Saywitz, President